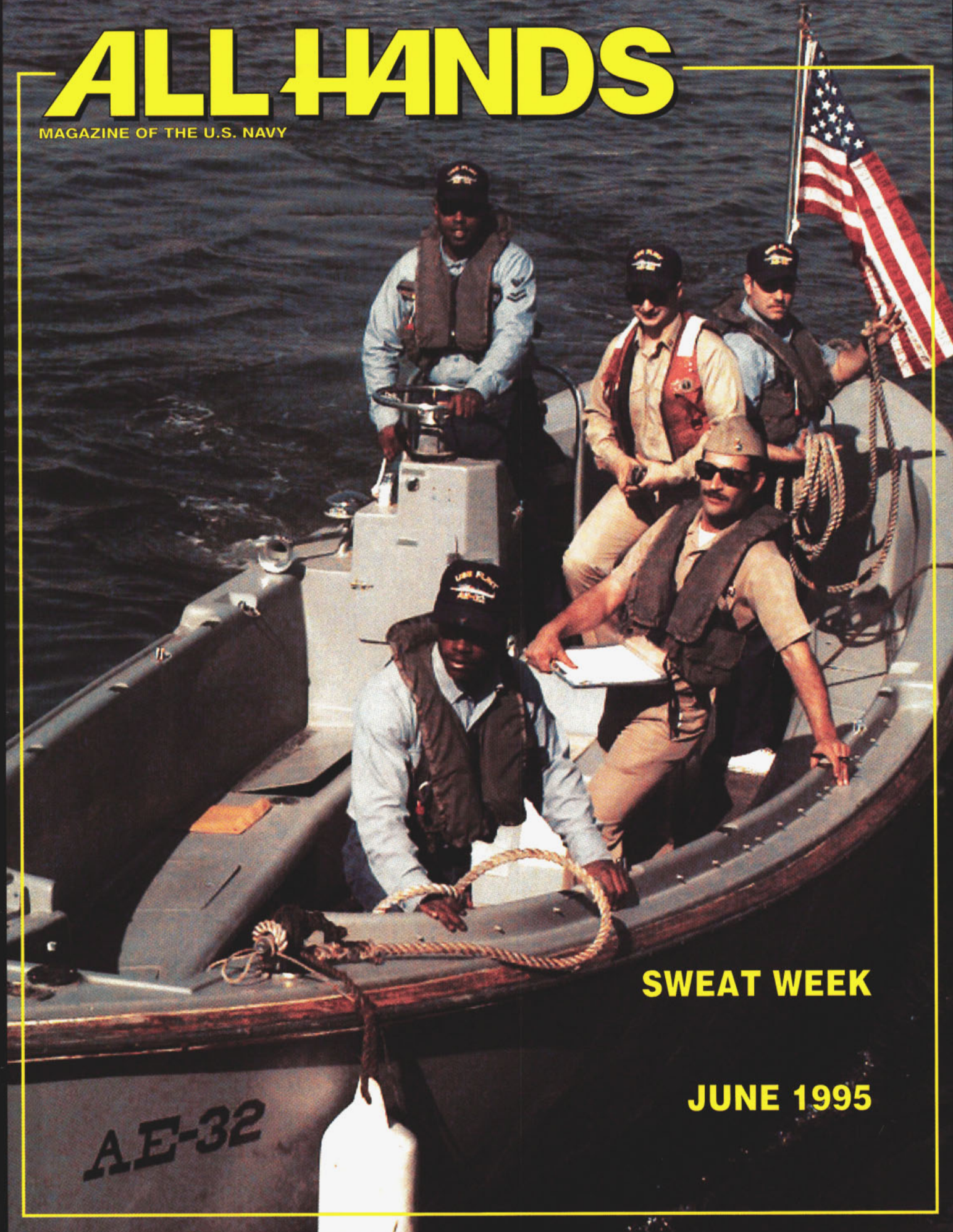


ALL HANDS

MAGAZINE OF THE U.S. NAVY



SWEAT WEEK

JUNE 1995

OR-8

Photos by PH2 Ben D. Olvey



Members of the medical staff at National Naval Medical Center, Bethesda, Md., have no limits in caring for their patients. In operating room 8, caregivers spare no effort to make twenty-four month old Lucas Daffern feel comfortable. Lucas was admitted to Bethesda for outpatient surgery.

▲ LCDR Naida B. Kalloo, a pediatric urologist, removes air bubbles from a syringe before giving the patient an injection.

▼ Operating room technician student HN Brandilyn Holt prepares the ready table during the procedure.

◀ Nurse LT Taryn Epperson (left) and anesthesiologist LCDR Dan Reese carefully move Lucas after his operation.



Photo by JOC Warren A. Patton

FA Colton T. Hutcherson, from USS Mount Hood (AE 29), is assisted by fellow fire fighters during competition at "Sweat Week."

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Health

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48 Shipmates

Front cover: EN2 Joseph L. Hendricks of Elko, Nev., steers a USS *Flint* (AE 32) motor whale boat during a simulated emergency steering casualty. He is supervised by LT Robert E. Poling, III, *Flint's* small boat officer. (Photo by JOC Warren A. Patton, photo digitally enhanced by PH3 John A. Hudak)

Charthouse

Rating merger proposed

NAVADMIN 80/95 (CNO Washington 102311ZApr95) addresses the latest actions concerning ratings, including time lines associated with merger proposals. The rating actions are still being considered and Sailors will have at least 18 months to make required conversions. A NAVADMIN message announcing the action or canceling the proposed rating action will be released for each rating when decisions are made.

"I want to stress that many of these mergers and disestablishments are only proposals," said Chief of Naval Personnel VADM Skip Bowman. "It is part of the process to review and consider ways to meet the needs of changing technologies now and in the future."

Among the rating mergers and disestablishments anticipated to be approved in 1995 are:

- merging the three ocean system technicians (OT) ratings into sonar technician (surface) (STG), effective in early 1997;
- disestablishing molder (ML) and patternmaker (PM), effective early 1997;
- merging interior communications

electrician (surface) [IC(SW)] into electrician mate (surface) [EM(SW)] and electronics technician (surface) [ET(SW)] in early 1997;

- merging torpedoman's mate (submarine) [TM(SS)] with machinist mate (submarine) [MM(SS)], effective in 1997;

- merging torpedoman's mate (surface) [TM(SW)] into gunner's mate (GM), effective in late 1997; and

- merging data processing technician (DP) and radioman (RM), effective late 1997.

Among rating mergers and disestablishments expected to be approved in FY 96 are:

- merging data system technician (DS) into electronic technician (ET) and fire control technician (FC), effective in 1998;

- disestablishing the gunner's mate service ratings GM (Guns) and GM (Missile) and combining them into just one rating, effective in 1996;

- disestablishing instrumentman (IM) and opticalman (OM). No date has been established for this action.

experience.

The new advancement in rate exam will be submarine-specific, based on updated ET(SS) occupational standards. The new exam will be used starting in September 1996.

Junior personnel will be retrained, and senior personnel can volunteer for training. More information is available in NAVADMIN 063/95 or from the submarine community manager at DSN 223-1441 or (703) 693-1441.

MM standards revised

Revised occupational standards for the machinist's mate (MM) are expected to be available by November 1995. New advancement handbooks and study guides will be published and a revised training curriculum implemented by July 1996. This will allow Sailors ample opportunity to compete in the revised MM rating exam on the following dates: July 1997 for E-7 exam candidates and March 1997 for E-4/E-5/E-6 exam candidates.

Exceptional Family Member program accomplishments note

During 1994, the Exceptional Family Member (EFM) program achieved some significant accomplishments including the establishment of EFM as a core program in the Family Service Centers (FSC). Also, enrollment became part of the Enlisted Distribution Verification Report (EDVR) and the Officer Distribution Control Report (ODCR), giving receiving commands notice of inbound members who have special family needs.

The EFM program is open to any family member who has a physical,

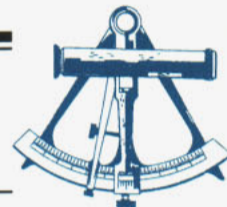
Four submarine enlisted ratings to combine

Four submarine ratings will combine into a single rating to ensure a viable career path for Sailors and to

meet changing technical needs.

Interior communications electrician (submarine) [IC(SS)], quartermaster (submarine) [QM(SS)] and radioman (submarine) [RM(SS)] will combine into the electronic technician-submarine [ET(SS)] rating. All IC(SS), QM(SS) and RM(SS) personnel will change rating badges July 16, 1996. All Sailors who are converted will be assigned specific Navy Enlisted Classification codes based on previous training to ensure they compete against Sailors with similar training and





emotional or other handicap, long-term chronic illness, or long-term special education needs. The program requires mandatory enrollment to identify the needs of Navy family members and to ensure detailers address those needs when considering future assignments. Service members are required to enroll in the program as soon as needs are identified or at least nine months prior to the member's Projected Rotation Date (PRD) so everyone's requirements can be adequately addressed.

Family members also must be enrolled in Defense Enrollment Eligibility Reporting System (DEERS) and be residing with their sponsor.

Additional information may be obtained from NAVADMIN 060/95 or by contacting CDR W.M. Young at DSN 223-3308 or (703) 693-3308.

CHAMPUS changes claim forms

CHAMPUS/TRICARE Standard has a new claim form for families to submit when they receive care from a physician or other individual provider. It's the white DD Form 2642, "Patient's Request for Medical Payment." It's simpler and shorter than the old claim form, officials say.

The old CHAMPUS claim form, the yellow DD Form 2520, is still around and it can still be used until the end of 1995. Then, the yellow form will no longer be accepted by CHAMPUS/TRICARE contractors.

Patients should not ask physicians or other care providers to complete either form and should submit claims for their CHAMPUS/TRICARE costs using the HCFA Form 1500.



Latest veterans handbook available

The latest edition of "Federal Benefits for Veterans and Dependents" is available from the U.S. Government Printing Office. The handbook describes federal benefits for veterans and family members such as medical care, education, disability

compensation, pension, life insurance, home loan guaranty, vocational rehabilitation and burial assistance. It also explains requirements for eligibility and outlines claims procedures.

The handbook costs \$3.25 a copy. Ask for GPO stock number 051-000-00205-9 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402-9325. To order with VISA or Mastercard call (202) 512-1800.

DOD establishes guidelines for new cost of living allowance (COLA)

DOD recently released details of the CONUS COLA, a program to supplement the income of service members who live in high-cost areas in CONUS. It provides a cost of living allowance (COLA) for non-housing costs. The variable housing allowance already supplements housing costs.

CONUS COLA is a key element of the quality-of-life initiatives and DOD intends to implement the CONUS COLA program on July 1, 1995.

Sailors living in 20 military housing areas and 67 smaller non-military locations where the non-housing cost of living exceeds the national average by more than 9 percent will receive a CONUS COLA allowance. Approximately 31,750 members reside in the 20 military housing areas; an additional 250 reside in the 67 smaller locations.

The amount of the allowance will

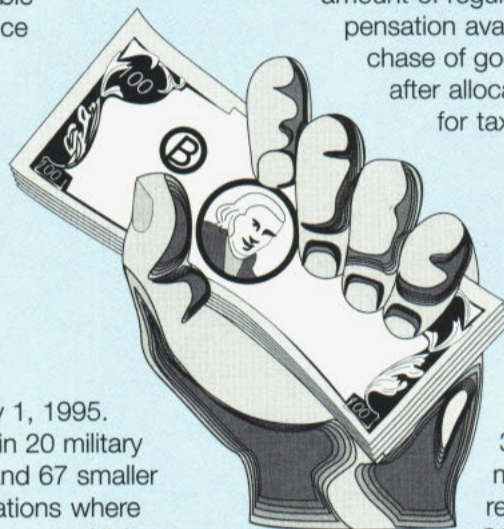
be determined by the area's cost of living in relation to the national average, the military member's spendable income and number of family members.

Spendable income is the total amount of regular military compensation available for purchase of goods and services after allocation of amounts for taxes, insurance,

housing, gifts and other contributions and savings. For FY96, \$20.8 million is budgeted for CONUS COLA.

Approximately 32,000 service members will receive CONUS COLA. The average

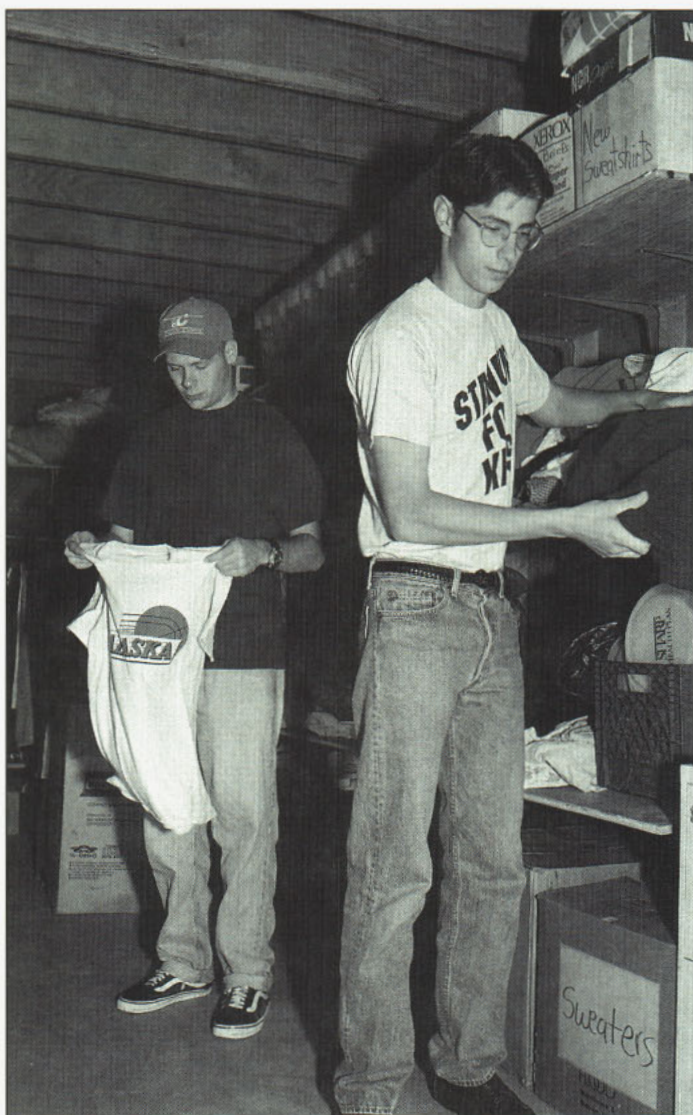
monthly benefit per member is \$45 but varies depending on grade, location and family size. For example, a married E-6 in New York City with 10 years of service will receive \$120 a month, while the same service member, if stationed in Los Angeles, would get \$20 a month.



Standing up

Sailors take to the streets to help homeless kids

Story and photos by JO1 Ray Mooney



STG3 John C. King (left) from Covington, Ga., and STGSN Joseph Pierchorowicz, a native of St. Louis, sort and fold clothes donated to Stand Up for Kids.

More than 1 million kids in this country live on the streets, according to the National Youth Runaway Network, but some Sailors in San Diego are doing their part to help.

Among the volunteers in the Stand Up for Kids program is Sonar Technician (Surface) 1st Class (SW) Jeff Brooks, stationed at Fleet Anti-Submarine Warfare (ASW) Training Center Pacific, San Diego. He is an outreach counselor and the director of volunteer training for the local area programs.

"We are an on-the-streets program," said Brooks, a Lancaster, N.H., native. "The kids have to be on the streets or somewhere near them before we approach them." Stand Up for Kids is designed to get street kids back into a safe and healthy lifestyle. Outreach counselors, usually in teams of two, hand out food, hygiene products and cards with hotline phone numbers on them.

Sonar Technician (Submarine) 1st Class (SS) Jeffrey Walsh, also stationed at Fleet ASW is the interim executive director for the program in his hometown of San Diego. "We have an apartment support program where we get the kids off the streets and into apartments with other kids who have been on the streets. There they learn how to pay utilities and rent and how to live in a lifestyle most people live with," said Brooks.

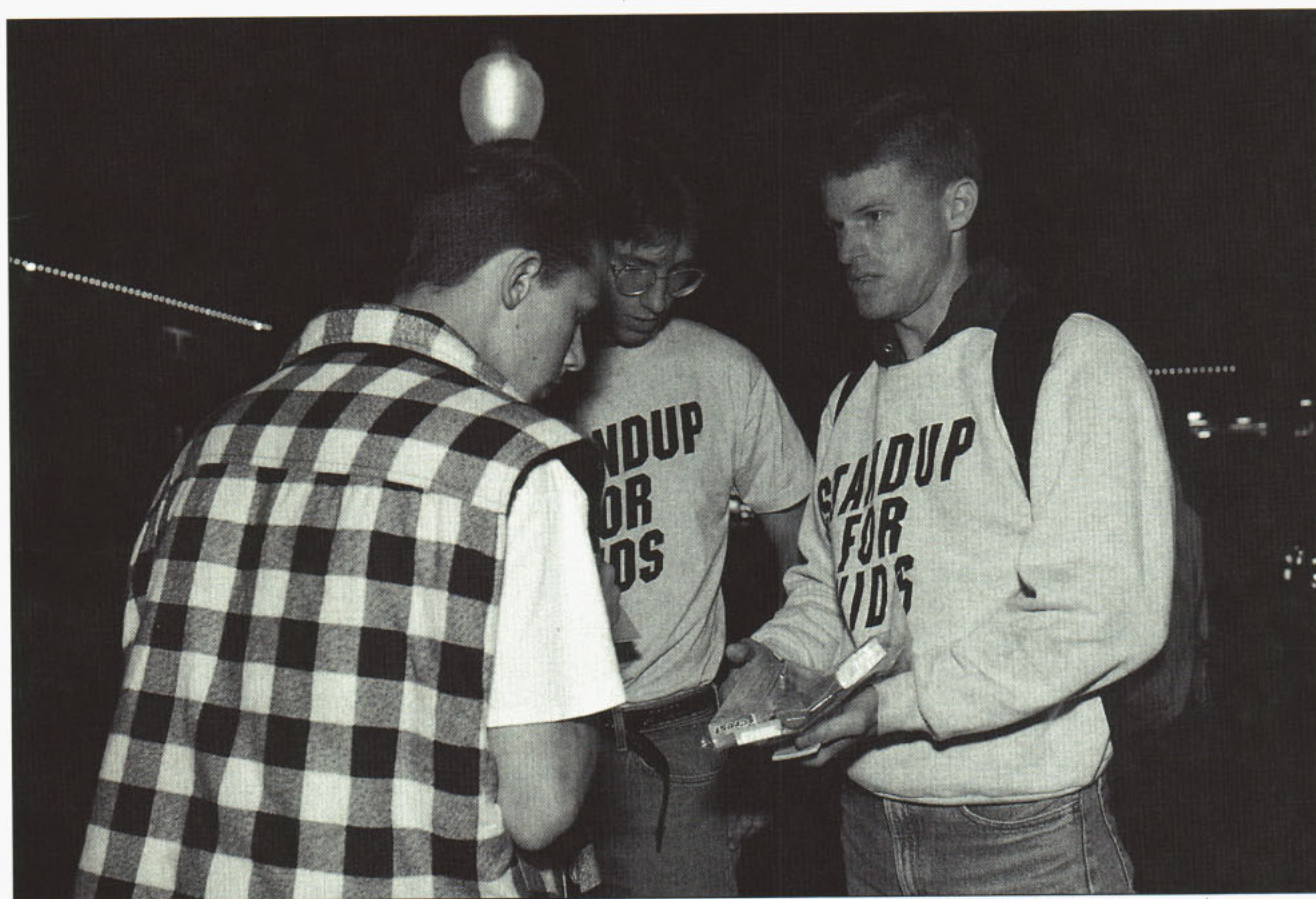
There are nine Stand Up for Kids programs throughout the United States, including some in big Navy towns, designed to help those who either have run away from home or were kicked out of their homes. "As far as military volunteers, it varies from program to program. We have programs in San Diego; Bremerton, Wash.; and Norfolk," Walsh said.

Brooks said military participation in the program is high, and much civilian support is related to the military. "I'd say it's about 50 percent military and 50 percent civilian, and a lot of those civilians are military family members."

Brooks said he meets 25 or 30 kids in a month. "Of



for kids



those, I might get one kid off the streets, into high school again or into a program he or she needs desperately." But he said he gets a great deal of satisfaction even from that small number.

"Maybe, I'll be walking down the street years from now and a person will approach me, and it will be one of the kids I got off the street," Brooks said. "That's what I'm hoping for."

Motivation varies from volunteer to volunteer. Some help because they had wonderful childhoods and want to give other kids a chance at that happiness – others because they had bad childhoods and can relate to these kids. Whatever the reason, helping improve the future of the world seems to be the bottom line.

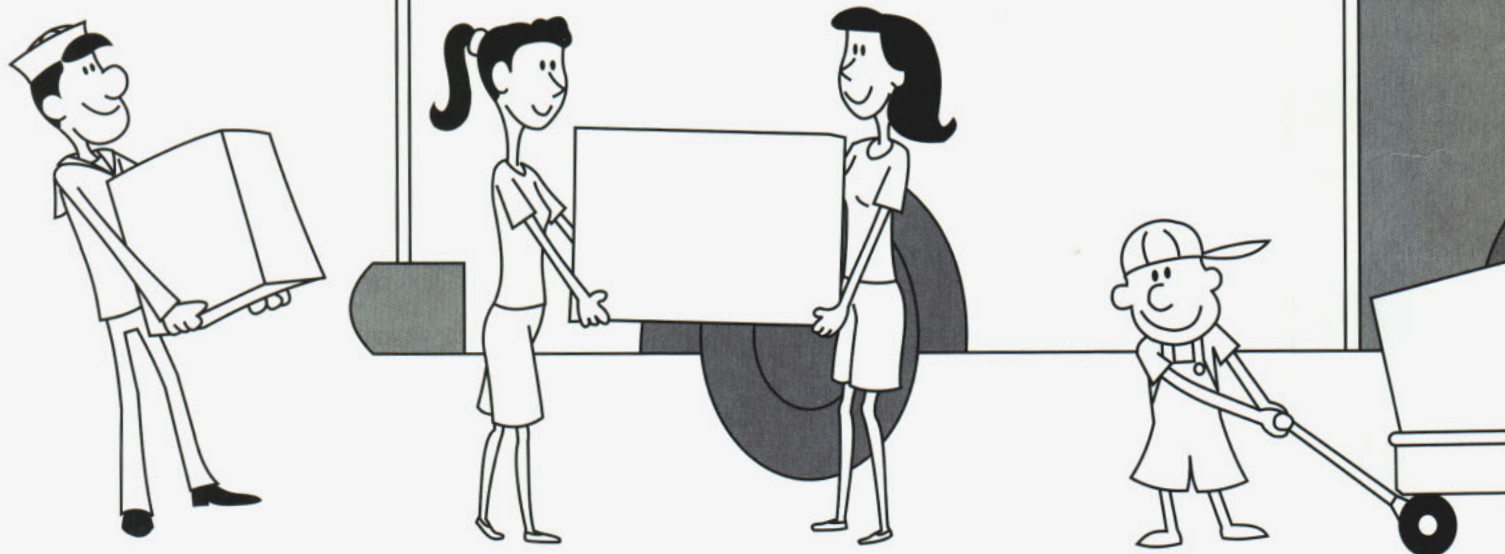
"We've got so many kids on the streets now, and we're

STG1(SW) Jeff Brooks (right) and STGSN Joseph Pierchorowicz hand out hygiene products to a kid on the street.

worried about saving the whales, saving the dogs in the kennels, saving the trees and the ocean," Walsh said. "Those are all rightfully good things to save, but who are we saving them for? If no one's going to care about our children, who are we saving them for?" ‡

Mooney is a San Diego-based photojournalist for All Hands.

Make your move easier



It's an exercise most Sailors dread – strangers come into their homes and, poof, all their worldly possessions are packed, shipped – gone. It's moving time again! More than 50 percent of all permanent change of station (PCS) moves occur from May to August every year.

So what can you do to help make a peak season move a little easier? Here are the top 10 moving tips from Naval Supply Systems Command Personal Property Division. Personal property for DOD movers includes household goods, vehicles, boats and other authorized items.

Plan early. As soon as you have your orders in hand, contact your Personal Property Office (PPO). The earlier you meet with PPO, the more likely you'll get your choice of dates. As summer approaches, bookings for personal property moves increase, reducing the number of available pickup/delivery dates.

- Pick a range of possible moving dates. Explain your preferences to the counselor. They will negotiate your pack-out and delivery dates with the mover in your order of preferences. With a range of dates, the scheduling can be done quickly with a minimum of effort and annoyance on your part.

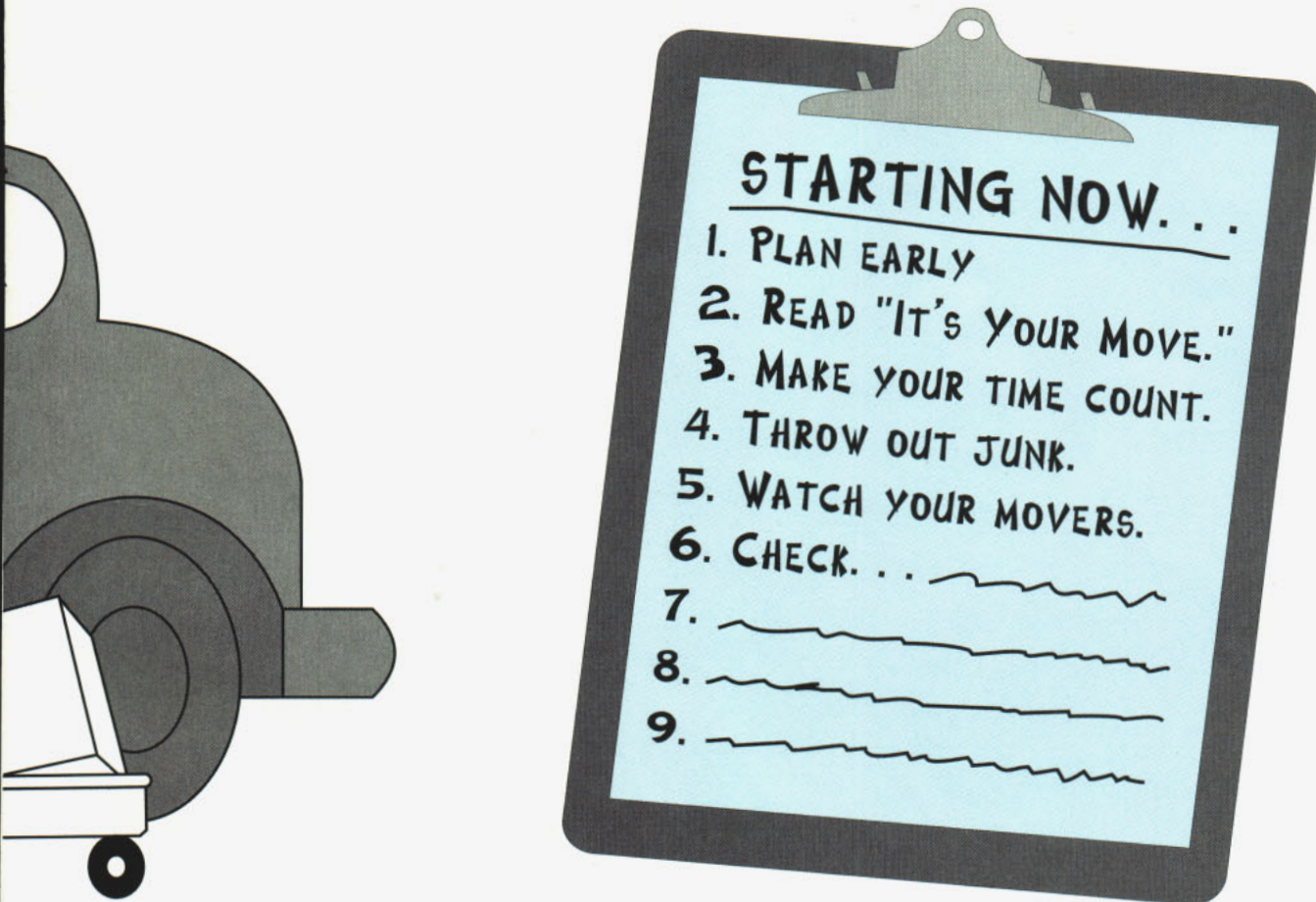
- Plan middle of the month moves. Competition is

keenest for dates at the beginning and end of the month. The chances for getting your first choice are better with mid-month pick-up and delivery dates.

"It's Your Move." Take 20 minutes and browse through this informative booklet before you visit your PPO counselor. It contains much of what you need to know to make your move successful. Should you have any questions, present them to your counselor during your initial visit to the PPO. It will save you time, maybe money, and will make your interview more thorough. Call your PPO to get a copy.

Make your time with a PPO counselor count. Each move is different. Your personal property may have changed, your entitlement may have changed and rules that apply at your new duty station may be different from those at your current duty station. When being interviewed by a PPO counselor, listen closely and ask questions. Don't waive your right to information to cut the counseling session short. You may save 10 minutes during the interview, but it may cost you hundreds of dollars when you file your claim if you exceed your entitlement.

Surprising the mover causes delays. Before your pack-



out day, your mover will contact you by phone or in person to check out your property. Either way, make sure the mover clearly understands what needs to be moved, so the right size and type of equipment and people will be on hand on the pack-out day.

Be prepared on the day of your move. If you're ready for your pack-out day, the carrier will be able to do the job faster and more carefully. Dispose of excess property before moving day; disconnect appliances; empty waterbeds; remove pictures, mirrors and curtains from walls; drain water, gasoline and oil from lawn mowers, motorcycles, etc.

Watch your movers during the pack-out. If you don't feel the movers are packing or loading property in a proper manner, stop them. Call your PPO and request an inspector be sent to your home. Don't wait until everything is done. Make sure the inventory is accurate and any damage or discrepancies are noted before they leave. Before the movers leave, make sure closets, kitchen cupboards and outside storage areas are emptied. The moving company charges extra if they have to come back.

Check in with the inbound section of your destination PPO as soon as possible. Give them phone numbers where you can be reached during, and after, duty hours.

Watch the movers during the unloading. Check off items on your inventory carefully as they are brought into the house. Look for damaged as well as missing items. Unpack damaged cartons immediately so you can note damaged or missing goods.

Unpack and check all personal property as soon as possible. You have 70 days to complete and return DD Forms 1840/1840R (form for reporting damaged goods) to your PPO. Filing late could let the mover off the hook and consequently reduce the amount of money you receive.

File claims promptly. If you sustain any loss or damage to your property, contact your PPO immediately. If you carry private insurance, notify your agent as well. ‡



Our Help Line is open . . .
1-800-444-7789
for household goods move issues



It's HAPpening in Charleston

Story by Jack Wilson, photos by Jonas Jordan

The Savannah District, U.S. Army Corps of Engineers – which administers the Homeowners Assistance Program (HAP) for military personnel in the southeastern United States – recently celebrated a major milestone when it purchased its 1,000th house in the Charleston, S.C., area from a Navy homeowner.

Established in 1966, HAP provides financial assistance to eligible military and federally-employed civilian homeowners stationed at installations slated for closure or realignment. When forced to sell their homes in locations

where real estate values have declined, these homeowners can face severe financial loss.

HAP was initially approved for the North Charleston portion of Charleston County and Berkeley/Dorchester counties because of personnel reductions at the shipyard and the transfer or decommissioning of ships.

Three months later, the Charleston HAP was expanded to include homes in all geographic areas in and around Charleston because of the announced naval base closure.

"The Corps' Savannah District has already exceeded its



▲ This is a typical house HAP will buy or sell. The purchaser will pay fair market price.

◀ SK1 Ricky Lewis of the Naval Consolidated Brig in Charleston, S.C., his family and Greg Monroe review closing documents on the house sold to the HAP Center of the Savannah District, U.S. Army Corps of Engineers, administrators of the assistance program in the Southeast.

expectations on the size of the Charleston program with a current total of 1,871 applicants, to date," said Greg Monroe, chief of the district's HAP Center. "Estimates for the program at Charleston are now up to 3,500 applications."

According to CWO2 Donald Varner, assistant operations officer at Sioux Falls, N.D., Military Entry Processing Station, "The program is not only excellent but also very quick."

"When I was stationed in Charleston, it took approximately 90 days from the time I submitted my application, to closing on my home," said the Spirit Lake, Iowa, native. "Normally it takes anywhere from 120 days or more to close the deal."

"At the time, there were so many vacant homes in the area," Varner said, "I didn't think I would be able to sell my home so fast. But the HAP made it possible and I didn't lose any money. I was very fortunate not to end up with double mortgage payments like some people."

When Savannah District's HAP Center purchases an applicant's home and resells it, the revenue generated from the sale is used to fund future HAP. To date, the Savannah District has generated \$18 million in revenue to support future HAP initiatives nationwide.

In addition to helping out Navy personnel, the Savannah District's HAP team is nearing completion of its program for Myrtle Beach Air Force Base, S.C., now closed, and for Homestead AFB, Fla., devastated by Hurricane Andrew.

HAP benefit options for eligible applicants:

- ★ Purchase of the home by the Army Corps of Engineers for 75 percent of its prior fair market value (the value prior to the base closure announcement) or the mortgage balance, whichever is greater.
- ★ Cash payment made to the homeowner to cover part of a loss resulting from the private sale of the home; or
- ★ An assistance payment to the homeowner for losses incurred as a result of a foreclosure action.

Anyone needing information on HAP programs can call the Corps' Savannah District HAP information line at 1-800-861-8144. ‡

Wilson and Jordan are assigned to the public affairs office for the Savannah District, U.S. Army Corps of Engineers, Savannah, Ga.

Need Help?

Homeowners near the following bases who cannot sell their homes or who take a loss on the sale are eligible for the Homeowners Assistance Program:

California

Mare Island Naval Shipyard

Connecticut

Naval Undersea Warfare Center,
New London

New Hampshire

Portsmouth Naval Shipyard

South Carolina

Charleston Naval Base

Texas

Naval Air Station, Chase Field

Programs still under review for possible approval include: Memphis Naval Air Station, Tenn.; Pensacola Naval Air Station, Fla.; Cecil Field Naval Air Station, Fla.

Trading mortgage for trade winds

Story and photos by JO1 Ray Mooney

They have a saying in the Pacific Northwest. "If it ain't pretty, make it beefy and everybody will like it." So says Instrumentman 1st Class Fred Maupin of his home, *Spirit Wind*, a 40-foot ocean cruising yacht nestled in a Navy marina in San Diego. The interesting thing about the yacht isn't just that it's owned by an E-6, but that he made it out of solid steel.

Maupin said it took him almost eight years to finish the job, but after owing mortgages on two other yachts, it was worth it to own his own boat. "If you really want to go cruising and not have a boat that belongs to the bank, you build your own boat," Maupin said.

And steel was the way to go. "I started reading up on it and what I found was that it was literally the cheapest, fastest, strongest way to build," Maupin said. "And I had done enough armchair cruising to know that if you run a boat up on a reef or something, if it's glass or wood, you're going to punch a hole in it real quick. With this boat, I could run it aground, hit a reef or a log, and it would be fine. I liked that idea."

Maupin based his design on a Roberts Spray 40 C, a boat originally designed in 1896 by Joshua Slocum. It's a low-profile ketch rig, meaning it has two forward sails as well as a main and after sail.

Maupin did most of the work himself, using a little unskilled labor from his wife, Pam, and his father-in-law. His biggest allies, however, were ingenuity and a \$65 chain hoist. "Whenever I wanted to weld a plate, I would weld a 2x3-inch tab onto it, hook that chain hoist through a hole in the tab and, wham; pull that plate right up," he said.

And building with steel allowed Maupin to save money on accessories that cost big cash. "With steel, you can literally fabricate all your own fittings and hatches, saving thousands," Maupin said.

The engine is an automotive diesel converted for marine use. The twin masts are 40-foot aluminum light poles claimed from a salvage yard for \$500. Masts from the factory could have cost as much as \$5,000 each, according to Maupin.

Maupin knew from experience what he would need to build a boat himself, and he was willing to sacrifice a little of the shiny stuff for practicality.

Now the sacrifice has paid off. An investment of about \$30,000 during eight years has turned into a boat worth as much as \$150,000, according to Maupin.

It may not win any prizes at the boat show, and it may be, as Maupin said, more of a truck than a sports car, but that mortgage payment goes back in his pocket these days and he sails all the way to the bank. ‡

Mooney is a San Diego-based photojournalist for All Hands.

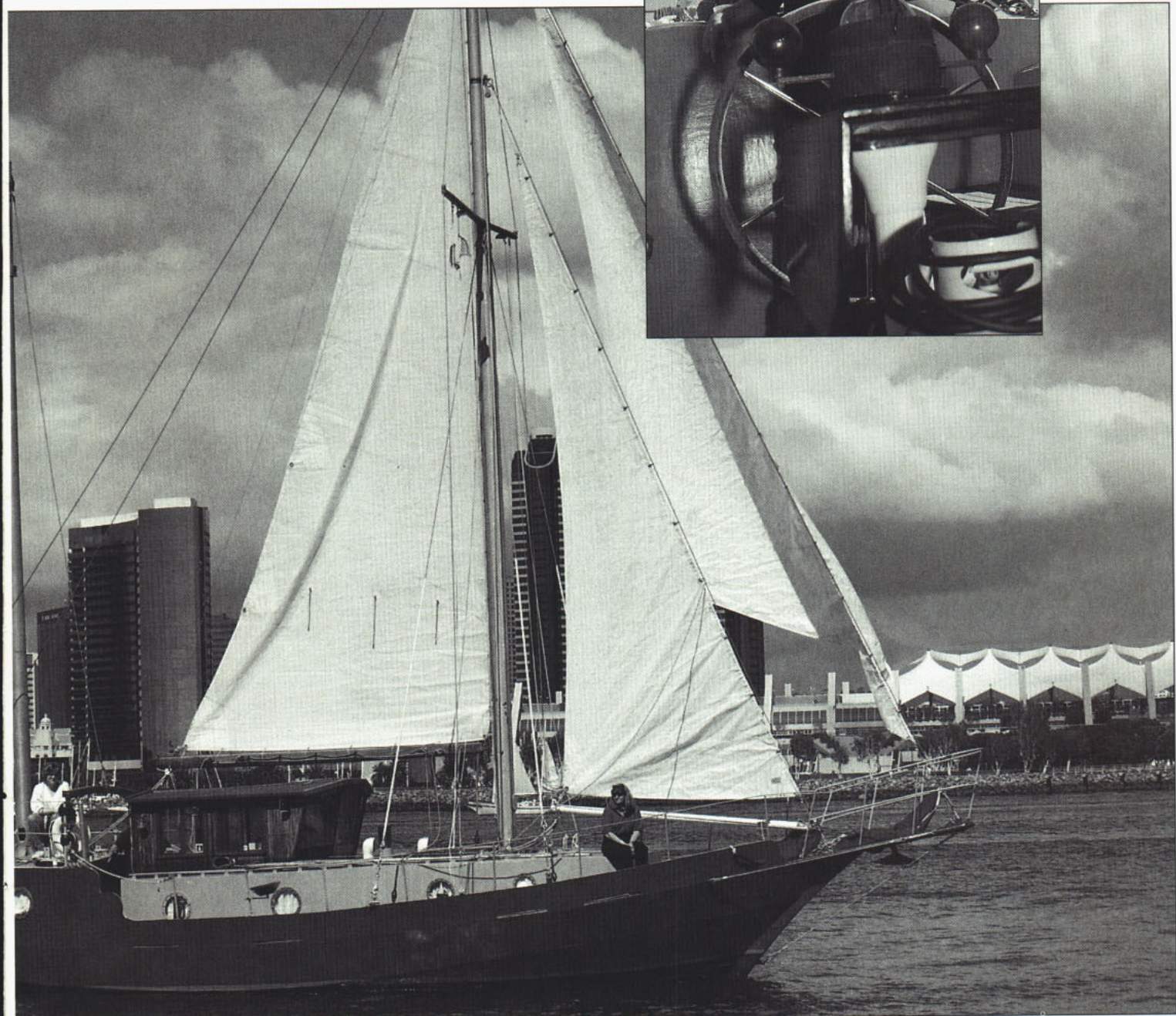
► The captain's cabin is a cozy place to take a break for visitors, Katie and Dallas Mooney, during their day under way.



● IM1 Fred Maupin at the helm of the *Spirit Wind*.

▲ Pam Maupin, Fred's wife, in the galley.

▼ The *Spirit Wind* sails the Coronado Bay with the San Diego skyline in the background. The boat is a Roberts Spray 40 C Steel, a low-profile ketch with two forward sails (yankee and stay), a main sail and an after sail (mizzen). It's 40 feet on deck, 45 feet with the bowsprit. Its beam is 15 feet at the rails, 14.8 feet at the gunwales. It weighs 42,500 pounds and displaces 15,000 below the waterline, drawing five feet.



Chicken litter

Navy recycling effort is a hit on Guam

Story by JO2 Brian Naranjo,
photos by PH1 Kurt M. Lengfield

Classified documents and chicken waste don't have a lot in common – normally. But when documents are shredded to a near-powder state and mixed with manure, they make a product that's good news for the environment.

Through a collective effort, the Navy, U.S. Department of Agriculture and professors from the University of Guam teamed up to develop an innovative approach to recycling. Shredded paper, when combined with manure from hundreds of chickens, makes a great fertilizer, the researchers found.

Similarly, they say, when corn and jungle leaves are added, the mixture can be used as feed for animals such as goats.

"You have to do something with the chicken manure," said Reed Sims of the Natural Resources Conservation Service, U.S. Department of Agriculture. "It's definitely better than pumping it out and taking it to a landfill. So you're turning two waste products into a raw material that's a resource."

According to Mark Bellis, Commander, U.S. Naval Forces Marianas (COMNAVMAF) environmental protection specialist, the Navy is always looking for ways to recycle.

"From the Navy's standpoint, it's a recycling effort," he said. "We divert the shredded paper from our landfill. Our key is to enhance our recycling effort."

The paper for the project is trucked in twice a month from Guam's Naval Computer and Telecommunications Area Master Station. Since May 1994, the base has been providing about 540 pounds of paper monthly.

"Instead of transporting it down to the Navy Public Works landfill, which NCTAMS pays for, they just reroute it here," said LT Jean Dumlao-Hurst, COMNAVMAF environmental officer.

Researchers line troughs with paper underneath chicken



▲ A worker at the Inarajan Experiment Station demonstrates the use of the dry extruder to pelletize a mixture of shredded paper, manure, corn, twigs and leaves. The feed mixture can be stored for about six months.

cages. The chicken waste drops into the troughs, and a new layer of paper is added daily. After about two months, the mixture is taken out for use as fertilizer.

For packaging purposes, according to University of Guam professor Dr. Odi Diambra, the waste and paper mixture can be put into a machine known as a dry extruder, which turns the material into pellet form, making it easier to move and store. If kept in a cool, dry place, the pellets, used chiefly as feed, have a shelf life of about six months.

In the future, researchers would like to expand the recycling process to include mixing other materials with paper, such as restaurant waste.

"That's our agency's whole perspective," said Sims. "That's what we want to do with every possible kind of waste product, we want to create a market so that it becomes a raw material."

Though the research is still in the testing phase, Bellis said the process is working well for all involved.

"Working in cooperation with the Department of Agriculture and the University of Guam to develop recycling initiatives and save our landfills is a win-win situation."

Sims agreed. "This process is solving problems every step of the way. It's helping the Navy recycle its paper, keeping some waste out of the landfills and it's helping the soil. It's really a positive process." ♪

Naranjo and Lengfield are assigned to the public affairs office, Commander, U.S. Naval Forces, Marianas.

▼ CTM2 Matthew O. Golden and CTM3 Stephanie A. Wilson shred classified documents. The resulting pulp will then be trucked to the Inarajan Experiment Station, where it will be added to the manure solution for future use as feed or fertilizer mixture at the University of Guam recycling project.



Photo by PH2 Tony Peters



◀ Dr. Odi Diambra displays a mixture of chicken waste, shredded paper, corn, twigs and leaves that is being tested for use as animal feed.



▲ Hundreds of chickens at the experiment station provide manure, a crucial material in the success of the recycling plan. Shredded paper is placed under the chicken cages and a new layer is added daily. After about two months, the mixture is taken out for use as a fertilizer or for preparation as feed.

American

Staying within the law

Story by Patricia Oladeinde, photo courtesy of Immigration and Naturalization

What do Albert Einstein, Andrew Carnegie, Joseph Pulitzer, Irving Berlin and Greta Garbo all have in common? They were all immigrants who became naturalized U.S. citizens.

For Part II of our immigration series, Tonya Susaraba, Head of Immigration Naturalization Branch of Navy JAG, International Law Division, talked to *All Hands* about concerns Navy people have regarding immigration.

For more information on how immigration relates to schools, adoptions, joining the military or children with special needs, contact your nearest legal assistance office or Immigration and Naturalization Service (INS) office. †



citizenship

Q:What agencies are responsible for immigration?

A: Every nation regulates the number and types of immigrants who cross its borders. In the United States, immigration policies are set by Congress.

– The Immigration and Naturalization Service (INS) is the main agency charged with administering and enforcing immigration laws. INS is part of the U.S. Department of Justice.

– The Department of State issues visas abroad at a U.S. consulate or embassy of the State Department. A visa permits travel to entry points at the U.S. border. Immigration officers at the border check to ensure the holder of the visa is properly documented and otherwise eligible to enter the United States. Then they determine whether to allow entry into the United States. Our alien service members do not need visas to enter the United States.

– The U.S. Navy cannot grant alien service members citizenship or lawful permanent resident (LPR) status. An alien who has served in the U.S. Navy does not automatically become a citizen of the United States based on his or her service. There are certain circumstances which permit alien service members to apply for citizenship based on military service.

Q: What types of visas are available and what are the differences in them?

A: There are two visa categories, immigrant and nonimmigrant. An immigrant visa is issued to an alien who wants to come to the United States permanently. A nonimmigrant visa is issued to an alien who wants to come to the United States for a temporary stay.

There are various types of visas within these two categories which are too numerous to describe here.



INS's work load for 1994

*Naturalized 400,000 people — up by 100,000 from 1993

*Deported nearly 40,000 aliens, including more than 22,000 criminal aliens;

*Apprehended more than 1,000,000 people who entered the country illegally or overstayed their visas;

*Completed 46,000 criminal investigations;

*Seized more than \$2 billion in street value of drugs;

*Examined more than 22 million visitors, including workers, students, and tourists;

*Admitted more than 300 million foreign visitors through our ports of entry, nationwide;

*Processed 122,000 refugees claim applications;

*Processed 147,000 asylum applications;

*Handled 4.1 million requests for benefits through four Immigration Service Centers;

*Processed 800,000 legal immigrants and admitted them into the U.S. as permanent residents; and

*Adjudicated more than 1.5 million immigrant petitions and 500,000 nonimmigrant petitions.

Q: What's the difference between an alien, a lawful permanent resident and a naturalized citizen?

A: An alien is any person who is not a citizen of the United States. In general, the Immigration and Nationality Act provides for three categories of aliens: undocumented or "illegal" alien, nonimmigrant alien and immigrant or lawful permanent resident. Separate from the alien category is U.S. citizen.

Undocumented or "Illegal" alien — An undocumented alien is a person who has no visa or permission to be in the United States. This person has either entered the United States illegally (entry without inspection) or remained in the U.S. beyond the authorized stay specified on the Arrival De-

Ask Immigration

Call toll-free 800-755-0777 to obtain up-to-the-minute information on Immigration Act regulations and procedures as they become finalized. To hear recorded messages detailing established INS regulations, contact the "Ask Immigration" system at (202) 307-1501.

parture Record: (I-94).

Nonimmigrant alien – A nonimmigrant alien is admitted to the United States temporarily for a specific purpose such as tourism or temporary employment. Nonimmigrant aliens usually must maintain a residence in their home country and must have established an intent to return abroad after the expiration of their authorized stay in the United States.

Lawful Permanent Resident

(LPR) status – An LPR is an alien permitted to reside and work permanently in the United States.

LPRs have almost the same rights as U.S. citizens, except they cannot vote, can be denied employment in some national defense related positions and can be deported for certain designated forms of misconduct.

Naturalized Citizen – A naturalized citizen is an individual who acquires U.S. citizenship after birth. An individual becomes a naturalized citizen through individual naturalization, acquisition of citizenship from another person (parent or spouse) or through collective naturalization by statute. There is no legal distinction between a naturalized citizen and a native-born citizen except for the constitutional requirement that only a native-born citizen may serve as president of the United States.

Q: Is there any way that foreign national service members can gain immigration status through military service?

A: On Oct. 1, 1991, President Bush signed the Armed Forces Immigration Adjustment Act of 1991.

The law gives special immigrant status to qualified alien service members who have either completed 12 years of honorable service or who have served six years of honorable service and reenlisted for an additional six years.

Once special immigrant status is attained, eligible service members will be granted permanent resident status and undergo the naturalization process through INS to become U.S. citizens.

Q: Can I obtain citizenship based on my participation in Oper-

ation Desert Storm?

A: On Nov. 22, 1994, the President signed Executive Order (EO) 12939, which designates the Persian Gulf Conflict as a period of hostilities for naturalization purposes. The EO permits expedited naturalization of aliens and non-U.S. citizens who served honorably during the Persian Gulf Conflict. The EO opens the path to citizenship for service members from the Philippines, the Federated States of Micronesia and the Republic of the Marshall Islands.

The primary benefit is that they may apply for naturalization without meeting the period of residency or the period of physical presence within the United States required by U.S. immigration laws. The application process is not expedited.

Service members applying for expedited naturalization must have been on active duty in the U.S. Armed Forces between Aug. 2, 1990, and April 11, 1991. If subsequently discharged, they must have been separated under honorable conditions.

Physical presence in the area of hostilities is not required. Service members who want to apply for expedited naturalization must have been inducted or enlisted in the United States or its territories, the Canal Zone, American Samoa or Swains Island, or have been lawfully admitted to the United States for permanent residence. Service members who were enlisted in the Philippines or other countries not considered territories of the United States are eligible to apply, but they must have reenlisted or extended their enlistment in the United States or its territories prior to filing an application for naturalization.

Q: What circumstances would allow my spouse to apply for expedited naturalization?

A: INS will expedite naturalization for LPR spouses who are accompanying or joining the U.S. citizen service member on an overseas duty assignment. The LPR spouse must be included on the service member's orders. An application can be filed 90 days prior to departure. No set period of residency is required. If concurrent travel is authorized, the U.S. spouse should obtain a DD Form 1278 from the local NAVP-TO or PSD office. Submit DD1278 and the naturalization application (INS Form N-400) to the local INS office. If concurrent travel is not authorized, submit a copy of the U.S. citizen service member's orders, proof of the alien spouse's travel arrangements (for example, a copy of airline tickets), along with the naturalization application to INS. ‡

Oladeinde is a staff writer for All Hands.





First in its class - First always

Story by JO1 Ron Schafer

New technology and force modernization have provided the foundation for the Navy's amphibious shipbuilding program over the past decade. To satisfy the need for increased support of emerging amphibious warfare concepts, a modified version of the LSD 36-class dock landing ship was designed and the LSD 41 *Whidbey Island*-class was born.

Commissioned Feb. 9, 1985, USS *Whidbey Island* has introduced significant improvements to the fleet. Updated communications and combat systems, complete medical and dental facilities, automated computer-based logistics support and an impressive engineering plant enable the ship to operate self sufficiently. With that kind of diversity, USS *Whidbey Island* is equally effective in wartime or peacetime.

"The LSD 41 was designed with the LCAC (Landing Craft Air Cushion) in mind," explained CDR Terrence E. McKnight, USS *Whidbey Island*'s commanding officer. "From the keel up, the ships were designed to support the Marines with the LCACs. We've got everything to support LCAC operations."

To that end, the LSD 41-class's well deck is equipped to transport and launch up to four LCACs, more than any amphibious platform in the Navy. The ship normally carries three and provides docking, fueling and repair services for the LCAC with capabilities for conventional landing craft as well.

"We basically set the tone for this class of ship," said Engineman 1st Class (SW) Gerald A. Walker of Huger, S.C. "It's a little more stressful than other ships I've been on because of the different operations and all of the different things we're capable of doing. But, we can do anything. We rescue people, do LCAC ops, and work with Marines, so we have a variety of missions."

USS *Whidbey Island*'s diversity and quick response capability were illustrated last year as the ship played a major role in Operation *Able Vigil*, coming to the aid of Cuban refugees making the dangerous trip through the Straits of Florida. After rescuing scores of refu-



U.S. Navy photo

Thousands of Cuban migrants disembark *Whidbey Island* in Guantanamo Bay after being rescued from makeshift boats in the Straits of Florida.

gees from crude rafts, the ship provided them with shelter by setting up a make-shift camp in the ship's well deck and, later, transporting the refugees to the camp at Naval Station Guantanamo Bay, Cuba.

In February, USS *Whidbey Island* deployed with USS *Wasp*'s (LHD 1) amphibious ready group to the North Atlantic to participate in *Strong Resolve '95*. Following their successful involvement in Operation *Able Vigil*, the proud crew appears eager to continue to be "first in its class, first always."

"Being the first ship in this class," said Quartermaster 2nd Class Ray L. Moore of Jersey City, N.J. "We have to set the standard. In the last year alone, we've gone above and beyond. From bringing on Cuban refugees one day, then breaking all of that down to get ready for flight ops, to going to an invasion of Haiti that was eventually called off and then going back to pick up refugees, *Whidbey Island* responded. As the first in our class, we've given the other ships in this class a reputation to live up to." ⚓

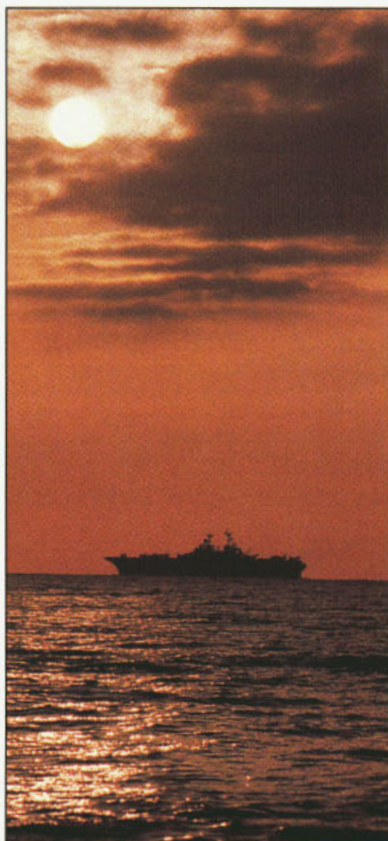
Schafer is a Norfolk-based staff writer for All Hands.



The Navy's ability to land troops ashore from the sea is paramount. Recent operations in the Persian Gulf and off the coasts of Somalia and Haiti are vivid illustrations of the vital role played by the amphibious Navy in our country's maritime strategy.

With the *Wasp*-class LHD, the *Whidbey Island*-class LSD and the multipurpose LCAC, the Navy is extending its reach to make the over-the-horizon concept of amphibious assault the standard for future naval operations. The Sailors and Marines of the Gator Navy are the driving force behind that movement into the future – moving "Forward ... From the Sea." †





Gator Navy: The future is now

Photos by JO1 Ron Schafer



Hit the beach

Story and photos by JO1 Ron Schafer

From over the horizon they come: LHDs, LSDs, LCACs and AAVs. Their mission is simple: to deploy upon a hostile shore the nation's foremost strike force, the United States Marines.

Throughout history, the role of the amphibious assault in our naval strategy has been significant — Normandy, Iwo Jima, Inchon — and will continue to be so. But, through the years, several factors including new ideas, new technologies and a change in the world's political climate, have altered the tactical aspects of the amphibious assault of the past.

First, in an effort to extend the combat range of naval forces, a new operational concept was adopted that would launch amphibious assaults from over the horizon (OTH). The idea behind the new concept was obvious.

"It gives you tactical surprise over an enemy who doesn't expect you because he doesn't see your ship on

the horizon," explained Marine Corps Maj. Ron Johnson, operations instructor at the Marine Corps' Amphibious Warfare School in Quantico, Va. "That keeps him in a quandary as to what area to defend and what kind of capabilities you have."

According to the Department of the Navy's "Long-term Amphibious Lift Requirement and Optimum Ship Mix Study," a 1983 appraisal which provided the basis for the Navy's amphibious shipbuilding program, a 25 percent increase in amphibious lift was required to support the OTH concept. The *Wasp*-class LHD, the *Whidbey Island*-class LSD, the LSD 49 *Harpers Ferry*-class and the Landing Craft Air Cushion (LCAC) were the result. It is this force

▼ BM1(SW) Jay E. Gossett of Fairborn, Ohio, directs a crew from Amphibious Construction Battalion 2 as they set up a causeway to off-load equipment on a beach.



modernization that serves as the cornerstone of today's Gator Navy.

"It has allowed us to expand our area of operations significantly," said Johnson. "Because of the constraints we had with our shipping, our communications and with our speed, we were constrained to a relatively small area. Now we're able to cover greater distances more quickly. And the flexibility and capability of our ships allow us to do the sorts of things that weren't even envisioned 10 or 20 years ago."

With the end of the Cold War, the focus of U.S. naval strategy shifted to regional conflicts and joint operations. Because the Navy's potential areas of conflict are often coastal regions, the emphasis on amphibious operations is now greater than ever.

"That's forced us, with the reduction of forward basing,

▼ OS1 John King of Little Rock, Ark., services the oil on a propeller from an LCAC belonging to Assault Craft Unit 4.



JUNE 1995

to increase the presence of Marines and Sailors forward deployed on amphibious ships that react to crises in a very reduced time frame," said Johnson. "So amphibious forces are almost the force of choice because they allow us to maintain a forward presence without being overbearing. Although the presence is there, it's like it's not there."

"... the flexibility and capability of our ships allow us to do the sorts of things that weren't even envisioned 10 or 20 years ago."

**– MAJ Ron Johnson,
operations instructor**

Johnson said the training necessary for today's amphibious operations reflects the changes in our maritime strategy.

"I think you're seeing more adaptive training where carriers are now working with amphibious ready groups before they deploy," he said. "So, if the carrier has to work in support of an operation with the ARG, it's not the first time they've worked together. You're seeing a lot more interoperability throughout the naval service, not just Marines working solely with amphibians but with carriers, submarines and Aegis cruisers. They deploy together and can employ together."

According to Johnson, the future for the Gator Navy looks as impressive as its past.

"I think you'll see us expand our capabilities, you'll see us enhance our capabilities, and with the onset of the V-22 Osprey and the triple AV, we're going to be able to do operations that become seamless," he said.

The concept of the amphibious assault has gone through many changes, evolving from a powerful, in-your-face frontal assault to an intricately devised stealth operation. But one fact remains clear: the ability to put troops and equipment ashore from the sea is still one of the Navy's most potent weapons. ‡

Schafer is a Norfolk-based staff writer for All Hands.



Unconventional warriors

Shaping America's strategic forces in a post-Cold War world

Photos by JO1 Kevin Stephens

Deep in the nation's heartland, on the windblown plains of Nebraska, lies the U.S. Strategic Command (STRATCOM), the unified command charged with deterring a nuclear attack on the United States. It is called "the nation's ultimate insurance policy" by Chairman of the Joint Chiefs of Staff, Army Gen. John M. Shalikashvili.

The mission of this joint command's Sailors and Air Force airmen is a simple one: strategic deterrence, preventing a major military attack against the United States. Deterrence is not an unfamiliar mission to Sailors, but STRATCOM's mission is unique.

"We show our force — that's our deterrent," said Yeoman 2nd Class (Air Warfare) Todd M. Nennich, of San Angelo, Texas, assigned to the STRATCOM Commander-

in-Chief's (CINCSTRAT) front office.

"For instance, with North Korea, they see us and say, 'We might cause them a little damage, but we would get annihilated.' That's deterrence, preventing them from attacking."

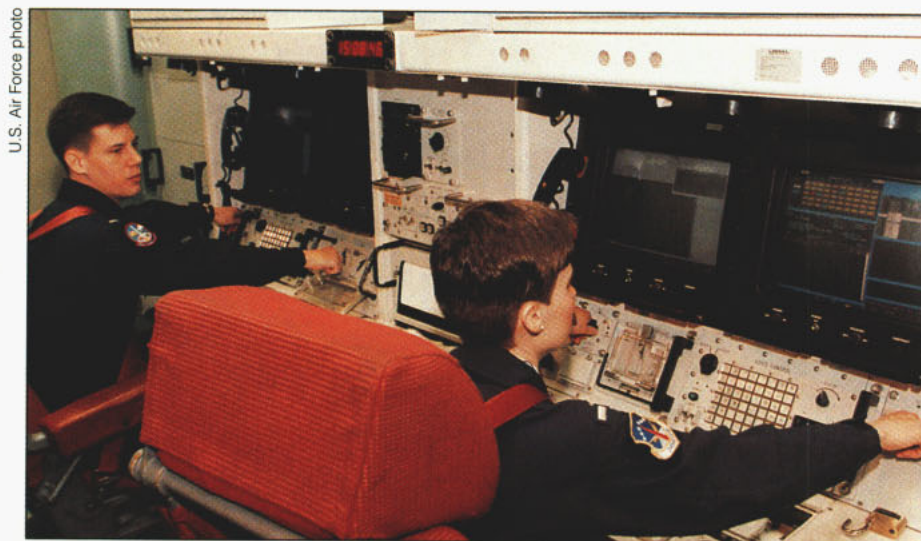
The nuclear-capable forces STRATCOM uses to deter, known as the triad, include Navy fleet ballistic missile submarines (SSBNs) based in Kings Bay, Ga., and Bangor, Wash. The submarines are the most survivable leg of the triad because of their ability to avoid detection.

"The stealth of the SSBN allows it to go undetected in its operations, and that's necessary in its mission to deter nuclear war," said Electronics Technician 2nd Class (Submarines) David M. Auerbach assigned to USS *Nebraska's* (SSBN 739) blue crew. "Our mission on the SSBN is essential to ensure the security of our nation," the Liverpool, N.Y., native added.

"The only invulnerable deterrent the country has are those boats out there at sea," said ADM Henry G. Chiles, Jr.

◀◀ CDR Todd D. Tracey of Peoria, Ill., the XO of VQ-3, pilots an E-6A TACAMO strategic communications aircraft on a training flight. The jet would provide secure communications links during a nuclear war.

◀ Air Force 1st Lts. Adam Gremillion of Alexandria, La., and Michelle Schomber of Belleville, Ill., turn their keys to simulate the launch a *Minuteman* III ICBM during a missile exercise at F.E. Warren AFB, Wyo.



U.S. Air Force photo

CINCSTRAT. "I know it's rigorous to go to sea and do that job, but it's extraordinarily important if we are going to maintain a stable future."

The second leg of the triad is Air Force land-based intercontinental ballistic missiles, the *Peacekeeper* and *Minuteman III*. They are based at strategic points throughout the center of the United States.

The final, most flexible leg of the triad are Air Force long-range bombers. The B-52H *Stratofortress* and B-1B *Lancer* currently fill this role. The B-2 *Spirit* will take over the role of the B-1B in the late 1990s.

As with all military missions, support units help STRATCOM accomplish its goals. The Navy's E-6A airborne VLF relay system (TACAMO for "Take Charge And Move Out," the orders first given to develop the mission) wing at Tinker AFB, Okla., provides a vital communications link among the three legs of the triad, STRATCOM and the National Command Authority. The aircraft is essentially a big antenna in the sky providing instantaneous communication capability.

"I found it odd that I'd never heard of the TACAMO community before I reported here three years ago," said the wing's accounting manager, Chief Aviation Storekeeper Vicki J. Foust, from Wallingford, Vt.

"After 15 years in the Navy I have learned there are many different communities that contribute to the overall effectiveness of the Navy's mission to protect the country's security. TACAMO is one of those little-known communities," she said.

Air Force reconnaissance; tanker; and command, control and communications aircraft also provide vital support.

If deterrence fails and a major attack is imminent or ongoing, the President of the United States can employ these same STRATCOM forces anywhere in the world. Crew members are ready and able to carry out their second mission of protection the United States and its allies.

"We separate the concept of deterrence from use," Chiles said. "I believe these weapons remain blunt instruments of last resort, but we must retain a measured ambiguity that signals to a would-be aggressor that he

▼ OS1 Henry Frazier Jr., of Early Branch, S.C., prepares a video tape in STRATCOM's underground command center. Frazier and his teammates operate the system that keeps the STRATCOM commander and his battle staff informed during strategic operations and crises.





Department of Defense photo

▲ In the event of a major attack on the United States, this command post could be used by the STRATCOM battle staff to direct the response by U.S. nuclear forces.

◀ Air Force Capt. John Welch goes through a pre-flight check on a B-52H bomber. The B-52H is the workhorse of the Air Force's strategic bomber wings.

▲ Sailors aboard USS *Nebraska* (SSBN 739) man their boat's diving and ballast station. They are MMCM(SS) Felton Barlow of Eastman, Ga., TM3(SS) Elias Floyd of Dripping Springs, Ariz., MTCM(SS) Kevin Ganns of Bronx, N.Y., Commanding Officer CDR William Hendrickson of Madison, Wis., SKSN(SS) Brian Benson of Fairfield, Calif., ICC(SS) Terry Strader of Cythiana, Ind., and MM1(SS) William Day of Accident, Md.

Photo by Thomas P. Salley



**“I believe these weapons remain blunt instruments of last resort, but we must retain a measured ambiguity.” —
ADM Henry Chiles,
CINCSTRAT**

Who has the bomb?

United States
Russia
China
Ukraine
Kazakhstan
Belarus
India
Israel
Pakistan

Who's trying to get it?

Iran
Iraq
North Korea

simply could not accept the consequences of launching a major attack against the United States or its allies."

Since the Cold War ended and the Soviet Union dissolved, the Navy and the Department of Defense have taken another look at missions and how the military does business in general. STRATCOM has also taken a close look at its new post-Cold War mission.

"With the Soviet Union gone, we probably have a more unstable world today," said Chief Radioman (Submarines) Frank R. Vick, from Lewiston, Mich., in STRATCOM's command, control and communications division. "Weapons of mass destruction such as chemical, nuclear and biological weapons, are proliferating around the world, and pose an even bigger unknown threat than the Russian Bear did in the Cold War."

At the same time the world grows more unstable, the United States, Russia and several former Soviet republics are dramatically reducing nuclear weapons as agreed to in the START I treaty. Negotiations for further reduction of the world's nuclear arsenals are ongoing.

STRATCOM is actively involved in reducing nuclear arms. The command is the principal voice providing advice to the Chairman of the Joint Chiefs of Staff and the National Command Authority on the implications of international arms control agreements.

"I believe we have a substantial contribution to make to the overall arms control debate and determining how the country ought to draw down in the future," Chiles said.

"It's not just a question of what we're going to do now and next year. We're trying to look years out into the future and think how arms control may develop and how we ought to position the country to be ready for that.

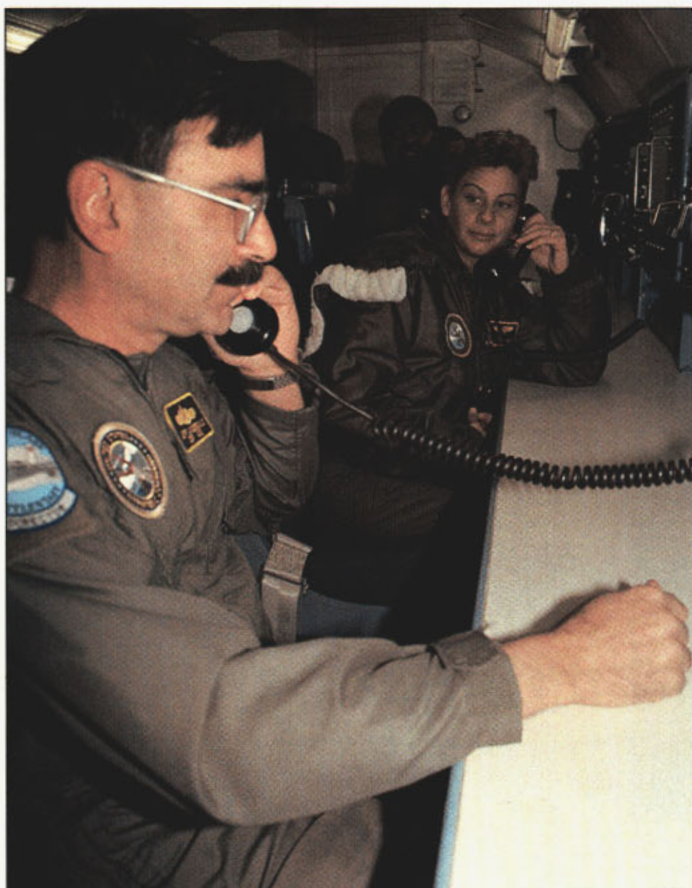
"The United States can reduce its nuclear forces as long as we never, ever get to the point where a foreign power believes it can knock out the United States, or our allies, with a major military attack," Chiles said.

The number of nuclear warheads in the U.S. military today is almost half the number available during the height of the Cold War. In 1960, there were 68 U.S. bases with a strategic mission around the world, many of them in Europe. By 1997, there will only be 14 bases that support STRATCOM's mission, all within the United States.

The Navy's leg of the triad, the SSBN force, has been cut by more than half. By 1998, there will be 18 SSBNs, down from 41 at the height of the Cold War.

"We are drawing down. We've come a long way," Chiles said. "We are definitely leading the drawdown. I think we

◀ CDR Robert J. Lauderdale of Fresno, Calif., the mission commander, and Air Force Staff Sgt. Holly J. Williams from Buffalo, N.Y., an emergency actions controller, practice coordinating a strategic operation aboard the Air Force's EC-135 *Looking Glass* aircraft. The jet would serve as STRATCOM's airborne command post during a nuclear war.





▲ AT1(NAC) Michael W. Shook of San Antonio, Texas, LT Nancy E. McCormick of Woodbridge, Va., and RM1(NAC) Victor A. Street of Rehoboth, Del., operate the communications systems aboard an E-6A TACAMO aircraft from Fleet Air Reconnaissance Squadron 3 based at Tinker Air Force Base, Okla. The jet provides survivable communications links to STRATCOM and the National Command Authority during strategic operations.

can do that with a high degree of assurance that we have a balance with Russia while we're doing it."

It is more than compliance with treaties that's driving change in today's strategic forces. In a changing and uncertain world, STRATCOM is also involved in devising strategies for nonproliferation – keeping weapons of mass destruction from spreading into more countries.

STRATCOM was created in June 1992 as the ninth unified command. It streamlined planning, targeting and command of the

● IS1(AW) Earl R. Flack of Chester, Pa., is the leading petty officer of the STRATCOM Intelligence Center's Defensive Section Team. Flack and his colleagues provide reports on 75 percent of the world's air defense capabilities.

nation's nuclear forces, placing control of these forces under one commander, CINCSTRAT.

"I never thought in my Navy career that I'd be stationed in Nebraska, here at STRATCOM headquarters," said Operations Specialist 1st Class (Surface Warfare) Henry Frazier, Jr., from Early Branch, S.C., who works in STRATCOM's operations division. "Sailors here are unique. People here in Omaha treat us as something special.

"It was a good career move coming to STRATCOM," he said. "The experience and knowledge, especially about computers and computers systems, I've gained here will definitely help me in the future – help me further my Navy career." †

Stephens is a photojournalist for All Hands.



Maintaining excellence

The Sailors who keep the Navy running

Story and photos by JO1 Ray Mooney and JO1 Ron Schafer

They keep the ship steaming along but you won't find them on the bridge. They put the aircraft in the air but they don't sit in the cockpit. Throughout the fleet, people depend on them but you won't find them watching radar scopes or erecting new buildings. They are the Navy's maintenance personnel. We rarely see them working behind the scenes, but without them, the mission simply cannot be accomplished.

The role these men and women play in fleet readiness is vital and goes beyond just fixing something that is broken. Their work is done at different levels, from fixing that broken piece of gear to repairing individual components.

For instance, when an aircraft engine develops oil contamination problems, a squadron needs to know if those problems are caused by their aircraft or the engine itself. To find out, the engine is removed by squadron mechanics – operational or "O" level maintenance – and transferred to an intermediate or "I" level maintenance facility for testing.

To Aviation Machinist's Mate 3rd Class Lisa Kight, a test cell operator, the first priority when an engine arrives at the Aviation Intermediate Maintenance Department (AIMD), Naval Air Station, Norfolk, is deciding whether to run it on the test cell and verify a problem or send it straight to the shop. "A lot of times, it comes through us to check certain problems that [the squadron may] have."

Kight, of West Milford, N.J., said maintenance may even be performed on an engine while it is on the test cell, adding another rung to the maintenance ladder. "Some of our people in the test cell are also CDI (collateral duty inspector) qualified," she said. "Sometimes we do the work ourselves."

The surface fleet's maintenance program operates much the same way. Shipboard maintenance personnel are

considered "O" level while the shore-based Ship's Intermediate Maintenance Activity (SIMA) is the "I" level activity for surface ships.

Submarines, in the past, have been dependent on submarine tenders for their "I" level maintenance. As decommissioning looms on the horizon for the remaining AS 36 and AS 39 tenders, subs will transition to a shore-based intermediate maintenance activity.

The most important part of the Navy's maintenance system is avoiding repairs. The planned maintenance system (PMS) prescribes periodic checks – hourly, daily, weekly, monthly or yearly – to stop major problems before they occur. Some checks are as simple as a visual inspection or minor servicing, while others mean complete disassembly, overhauls or scheduled replacement of components. PMS is often the primary maintenance output for some personnel.

"We spend the bulk of our time on preventive maintenance," said Electronics Technician 2nd Class Harold L. Duffey, a lead maintenance technician for the AN/SPS-49 long-range air search radar aboard USS *Kitty Hawk* (CV 63). "On the rare occasions when the radar goes down, then we drop everything and do that."

According to the Tucson, Ariz., native, doing PMS at sea can be difficult since the radar is constantly in use. "The first day in port is PMS day and we take care of all our PMS," he said. "While we're at sea, we leave the radar up all day for operational commitment and then, when we're in port, it's down – maintenance time."

PMS, however, will differ depending on the equipment and its mission.

"Our system is different because most of our equipment is not operational 24 hours a day, seven days a week, like on a ship. It's only used for operational purposes," said



HTFN Brian D. Hoffmeister (facing camera) from Portland, Ore., and HT2 John M. Addison, from Los Angeles, attach an air compressor to sand blasting equipment at Naval Amphibious Base Coronado, Calif.



◀ ET2 Harold L. Duffey, from Tucson, Ariz., performs a maintenance check on USS *Kitty Hawk's* (CV 63) long-range air search radar.

Utilitiesman 2nd Class Orlando E. Valenzuela, the UT shop supervisor for Amphibious Construction Battalion 1, Naval Amphibious Base, Coronado, Calif. "Most of the time, it's in storage. It doesn't make much sense to do a PM, like the fleet does – weekly, monthly – so we do an annual PM. Or we go hourly. It's either-or, annually or every 100 hours."

According to Valenzuela, a native of Ontario, Calif., preparing equipment for storage involves its own unique maintenance. "We put it in storage-type maintenance. After it's done with its regular PM, if it's not going to be used for any type of operation, it will be stored. We actually break it down to where if there is any oil or any kind of lubricating that needs to be done, we'll do it. We'll put more oil in, then put it in a storage space."

Maintenance personnel take great satisfaction from their work and their role in fleet readiness. However, working out of the limelight sometimes makes recognition difficult.

"It's just part of the job," said Gas Turbine Specialist (Mechanical) 2nd Class Billy Ray Hunter of Morganton, N.C., a supervisor in Main Engine Room 1 aboard USS *Ticonderoga* (CG 47). According to Hunter, when recognition comes down through the chain of command, it says a great deal to each member of the maintenance team.

"When we've had a great underway period and nothing broke down – we just had to do PMS – they let us know that the engine room did a good job ... we're dependable. They know that when they hit the button, the engine is going to turn."

"If it does break down, you've got several supervisors who come down and question your job," said Valenzuela. "But then if you do your job properly and nothing happens for the whole op, you're really not glorified for it. There is a certain pride in it, though, because you know that you've supported 600 people. When I write that down on my eval, I take pride in that. I don't really have to be in front of the show."

They're known as "snipes," "twidgets," "ground pounders" and "'A' gangers." They fix it when it breaks but spend just as much time trying to keep it from breaking at all. They are the Navy's maintenance personnel. Working behind the scenes, out of the spotlight, they keep the Navy on the move. †

Mooney is a San Diego-based photojournalist for All Hands. Schafer is a Norfolk-based staff writer for All Hands



▲ AD3 Michael C. Herron (left), of Fresno, Calif., and AD3 Lisa M. Kight, of West Milford, N.J., connect a T-64-GE-416A engine from a CH-53 helicopter to the test cell for a functional check at the Aviation Intermediate Maintenance Department, Norfolk.

Sweat Week

Story and photos by
JOC Warren A. Patton



In the spirit of true camaraderie, Sailors from USS *Mauna Kea* (AE 22), USS *Mount Hood* (AE 29), USS *Flint* (AE 32) and USS *Shasta* (AE 33) came together in February to test their mettle during Surface Warfare Training Week (SWTW) 95-1, a semi-annual event commonly referred to as "Sweat Week."

SWTW tested Sailors' shipboard skills, which included motor whale boat operation, maneuvering board plotting, rules of the road knowledge and application, ship handling fundamentals, damage control and accident/incident reporting procedures, medical casualty response and combat communication drills.

Realistic scenarios were used to evaluate the proficiency and response time of participants across a broad spectrum of shipboard activities. Played out under sunny skies, these activities also provided a recreational outlet for those men and women participating.

▲ USS *Flint* (AE 32) fire fighters don their equipment during the fire fighting ensemble competition.

► DC3 Alfonso Resendez, of Oakland, Calif., and DCFN Melissa D. Warrick, of Nashville, Tenn., compete for USS *Shasta* (AE 33) in the pipe-patching contest

The Surface Rescue Swimmer competition consisted of a written test, a survival and rescue drill and a relay swim. Seaman Richard D. Gardis, a Bremerton, Wash., native assigned to *Mount Hood*, smiled as he spoke of having to face his fellow search and rescue (SAR) counterparts in the swimming competition. "I never met any of these other SAR swimmers until today, but I can tell you that this competition has been great. It gets us all together to share our experiences and talk shop."

The action shifted from pool to pierside, where ship handling skills were put to the test in the small boat

regatta. Whale boat crews were graded in four specific areas: crew appearance, accommodation ladder landing procedures, emergency steering and the material condition of each boat.

"The real benefit of this type of training is that it helps us gauge response time in man overboard situations," said CDR Edmond C. Caviness, senior inspector for SWTW. "The same techniques apply whether the motor whale boats make an approach to a ship or a man in the water. The only difference is the safety of the person compared to the safety of the side of the ship."

According to Caviness, safety is paramount during the drill. "That's why we simulate the loss of steering and monitor how safely the boat crews navigate to the designated area."

The Damage Control (DC) Olympics featured a fire-fighting equipment drill, a repair locker plotting drill, an investigator scavenger hunt and a pipe-patching drill.

The fire-fighting ensemble race not only tested response time in donning fire-fighting equipment, it also emphasized the necessity for teamwork, as six-person teams worked frantically to put on knee-high boots, flash hoods, fire-fighting suits, gloves and helmets.

Damage Control Fireman Monica Fountain, a San Antonio native assigned to *Shasta*, said the drill "was very realistic and reminded me of the training I received in boot camp."

The competitive nature of the DC Olympics was obvious as crew members rallied in support of their fellow ship-mates. "It's not as important for my guys to win, as it is for them to pull together as a team," said LTJG Anna M. Soave, damage control assistant for *Mauna Kea*. Soave's team won the DC Olympics, with *Shasta* finishing second.



BM2 (SW) Jim H. Walderson, of Austin, Texas, and SN Garth J. Baugh, of Bennington, Kan., both USS *Mount Hood* crew members, use their teeth to secure knots during the boatswain's mate competition.

Rodeo: surface warfare style

Story by JO3 Bill McCoy

No bucking broncos or wild bulls were involved in this rodeo round-up. Instead, Sailors driving fork trucks navigated an obstacle course of pallets and cardboard boxes, while carrying a dummy load on the front end.

At the end of the obstacle course, two flight deck crewmen waited with a cargo net to rig the dummy load for vertical replenishment.

Points were deducted for safety violations, backing up and bumping into any of the obstacles.

After the drivers cleared the maze, the rodeo became a race to see which team could place the load on a cargo net and properly rig it the fastest. The team from USS *Mount Hood* (AE 29) ran the load through the maze and hog-tied it to place first. USS *Flint* (AE 32) and USS *Mauna Kea* (AE 22) placed second and third. ‡

McCoy is assigned to PAO, COMNAVBASE San Francisco. Austin is assigned to USS Flint (AR 32).



Photo by BM2 Bill Austin

GM3 Christopher J. Jusino, of the Bronx, N.Y., represents USS *Flint* (AE 32) during the fork truck rodeo.



An all-hands gathering concluded the busy four-day festival and featured a sea-story competition, a talent show, chili cook-off and a cake-decorating contest, followed by an awards presentation.

After all the points were tallied, *Flint* emerged as the new Bay Area Surface Warfare Training Week champion, edging out *Mauna Kea* by two points. The narrow margin of victory showed the intense level of competition displayed throughout the week and was symbolic of the pride Sailors had for their ship.

"This competition was outstanding in that it provided an excellent vehicle for our people to get out and meet each

BMSN Jeffery B. Unbehaun, USS *Flint* (AE 32) launches his life ring as BMC (SW) Robert W. Jackson and LT Patrick T. Frazier grade his throwing form.

other and use the training they've learned," said Boat-swain's Mate 2nd Class Robert W. Jackson, of Fairfield, Calif. "These types of events give us a great opportunity to evaluate our battle readiness, not to mention the fact that it improves morale and fosters great camaraderie among our Sailors." ‡

Patton is assigned to public affairs office, COMNAVBASE San Francisco.

and the winner is ...

Tall Tales

Story by JO3 Bill McCoy

Many people roll their eyes when they hear the beginning of a sea story, but some Sailors believe the [often] very tall tales provide a useful tool for training younger Sailors who are still wet behind the ears.

"I use sea stories for training," said Boatswain's Mate 2nd Class (SW) Harvey L. Henley, a USS *Flint* (AE 32) Sailor from Birmingham, Ala. "When I'm training Sailors and their attention starts to wander, I'll tell a good story. It helps with the training and gets their attention again."

Sea stories are also told for entertainment, according to Atlanta native CWO3 David A. Zimmerman, who won the training week's Sea Story Competition.

"My story was intended as a joke about the working relationship between boatswain's mates and the navigation crew," explained Zimmerman.

Regardless of whether sea stories are being told for training or recreation, they are an integral part of life in the Navy and no tour aboard a ship would be complete without picking up a few. †

McCoy is assigned to public affairs office, COM-NAVBASE San Francisco.

Now pay attention. This is the truth and you might even learn a few things.

It was a time not so long ago, on a ship far, far away, on a blustery day in Hampton Roads [Va.] – the kind of day when you would like to take a sock and stuff it into the IMC speaker and forget about the day's work ahead. However, this was not that day. My buddy "The Gator," a friend who needed the check in the block to draw sea pay, had to brief today's agenda – a "precision anchorage."

Brief conducted, all checks made, we headed out to complete our mission. As we neared the uncharted "X" that marked the magic spot, we tripped the stopper and stood by the brake. Shortly thereafter, the order came from the bridge, "Let go the starboard anchor!" The brake was released and away the 30-ton behemoth raced to the bottom.

I gave the order to set the brake. The mechanical brake failed, the electrical brake failed, the emergency nitrogen charge was lit off – still no luck.

Thinking quickly and without hesitation, I grabbed the runaway chain with my mighty pythons. I gave it a death-gripping hug, the kind of hug you give your sweetie after you've been gone for six months.

As the chain rifled through my arms it dragged my 6-foot, 4-inch, 240 pound hulken body 16.2 feet into the awaiting bulkhead. POW!!! And then a quiet calm came over the fo'c'sle. Through the dust and the rust that came out of the chain pipe, I opened the corner of my left eye and peered down at my hands.

AUGHHHHH!!! I screamed, "MY HANDS, MY HANDS ARE ALL BLEEDING AND RED!!! I composed myself and opened my right eye, and saw that I had stopped the runaway chain and it was the danger shot that I had hold of.

I told my phone talker to call the bridge and tell the captain to blow the whistle, we are anchored. I took the remainder of the chain, went around the elephant's toe, and tied a bowline on a bite around the bits. I went to have a cup of coffee and thought – "Just another day in the life of the Fleet's Finest Bos'n." ‡

CWO3 David A. Zimmerman

Ship's Bos'n

USS Mauna Kea (AE 22)

Crew of USS *George Philip* takes PT seriously

Story and photos by JO1 Ray Mooney

Let's face it. Physical fitness is not at the top of everyone's list. Some people just don't have the time or the inclination to work out.

But, mandates from the CNO can alter one's personal perspective. And in the case of USS *George Philip* (FFG 12), the whole crew's perspective got altered at once. Now they knock off at noon to dress out, are on the pier at 12:15 and are back aboard by 1:00, give or take a minute or two for stragglers.

"We exercise Monday, Wednesday and Friday, if schedules permit," said Chief Gunner's Mate (SW) Roger D. Dunbar of Winter Haven, Fla., physical readiness training coordinator for the San Diego-based frigate. What is peculiar is that the whole crew, top to bottom, gets out on

the concrete pier and does it together.

"Everybody who is not in the duty section or doing a job that absolutely has to get done is down on the pier," Dunbar explained. And if you're not on the muster sheet, and there's no good reason for it, the XO and CO will know about it that evening.

The routine is pretty standard, but it gets progressively tougher. Simple calisthenics, push-ups, crunches and the standard 1.5-mile run were the starting point when the program began in December. Now the crew averages 100

LT Gus Eady, from Fairfax, S.C., pumps out push-ups with the rest of USS *George Philip*'s crew.





The crew of USS *George Philip* (FFG 12) works out on the pier at Naval Station San Diego.

“I smoked for about five-and-a-half years and this is probably the best thing for me.”

– QM3 Jared A. Sotuyo

push-ups and 200 crunches every session, and the run averages three miles.

“We break up the push-ups and crunches into three or four sets,” said GMG2 George L. Conley, the assistant PRT coordinator from Hazelhurst, Miss. “When the program first started, we would begin with 20 push-ups, but now we start with 40. Eventually we’ll get up to 50 push-ups starting out.”

Their run makes the PRT seem like dessert. “When [the crew] gets out here and knows they can run three miles every other day, a mile-and-a-half is a piece of cake,” said Dunbar.

And how does the crew feel about all this?

They were grumbling at first, according to Dunbar and Conley, but here are the facts: It’s incorporated into working hours so it’s just another part of your job, and no one can

deny the fact that regular exercise makes you feel better.

“I smoked for about five-and-a-half years,” said Quartermaster 3rd Class Jared A. Sotuyo, “and this is probably the best thing for me,” said the Omaha, Ark., native. “As far as physical condition, I was going downhill.” Now he has quit smoking and has started exercising on his own in addition to the ship’s program. “It’s kind of a kick-start. It gets people going and then they do it on their own.”

And doing it on their own will be important when the ship sets sail. Stationary bikes, stair-steppers, rowing machines and weights are available on the ship, but only those people on weight control are monitored while the ship is under way, according to Conley. Conflicting schedules make it impossible to administer a program like this when the ship is at sea. “Everybody is on the honor system then,” he said. “But if you cheat yourself while you’re under way, you know that when we get back into port and start doing it again, it’s going to hurt.” †

Mooney is a San Diego-based photojournalist for All Hands

Homewrecking for housing upgrades

Story by JOC(SW) Jim DeAngio

It was great," said Electronics Technician 3rd Class (SS) Bruce Himmerick as he watched a Navy under secretary and an admiral bulldoze an exterior wall into his former living room. "We need new homes. It should have been done a long time ago."

The high-powered homewreckers were Under Secretary of the Navy Richard Danzig and Pacific Fleet Commander-in-Chief Admiral Ronald J. Zlatoper. The two took a shot at the first of 100 Moanalua Terrace homes to be demolished as part of a 13-month, \$13.2 million quality of life project at Pearl Harbor, Hawaii.

The event kicked off a \$130 million multi-phased plan to demolish and rebuild all 752 housing units at Moanalua under Navy Neighborhoods of Excellence guidelines.

The Navy housing upgrades were born on paper several years ago when Zlatoper was Chief of Naval Personnel. "It's not very often that you win a fight in Washington and get to come out and see it to fruition like this."

Family quarters on the islands needed lots of work and Danzig said the funding story illustrates how committed Navy and congressional leadership is to improving Sailor's quality of life.

Navy Secretary John Dalton ordered the \$40 million annual housing budget in Hawaii doubled. "His response was 'Why can't we go further,'" the under secretary said. "The budget was (eventually) increased to \$120 million from a base of \$40 million. That's \$10 million every month for Navy housing."

When you look at the more than 8,000 housing units there, Danzig said, that figure becomes very dramatic. "That's \$15,000 per unit for the year ahead, to raise the quality [of Navy housing here] to equal the quality of our people."

SECNAV Dalton toured Navy housing in Hawaii and was pleased to tell Sailors that Navy's commitment to housing improvements is real. "It's not a one-year situation," he said. "We realize it's going to take a while to renovate and improve the housing generally in our Navy Department. You have my commitment that we will continue that."

Zlatoper said leadership can say people are important all they want. "Until we show them," he said, "these words are hollow. This action with the bulldozer certainly shows



Photo by JOC Robert Benson

Former Moanalua Terrace tenants STS1(SS/SW) Joe Costello (left) and ET3(SS) Bruce Himmerick, their families and former neighbors had some mixed emotions about the demolition of their old homes. "I'm kind of sad and happy to see the house go down," said Himmerick. "My baby was born there and it was our first house in Hawaii. But, at the same time, I'm glad the Navy is doing something to improve quality of life."

Navy leadership's commitment to Navy people."

It surely meant a lot to former resident Annita Bartlett, wife of Boiler Technician 3rd Class Ronald Bartlett. "It was wonderful; anything to improve the housing. I'll miss the community spirit, but I won't miss the house."

The demolition began in Moanalua Terrace, Hawaii, but isn't the only housing action planned on Oahu. Other initiatives include taking care of a \$250 million maintenance backlog, replacing 1,900 homes and revitalizing 2,600 more to meet Neighborhoods of Excellence standards. In the next 11 years 4,500 housing units – more than half of the Navy's 8,000 units in Hawaii – will be new or revitalized.

At Pearl City Peninsula housing, ground breaking will take place in April for 164 new units to be built adjacent to existing housing. The two, three, and four bedroom homes targeted for junior enlisted personnel, are slated to be built, along with a new community center, by March 1997.

Part of the same contract are 158 new homes slated for Miller Park, across from the Navy Aloha Center. Construc-



Photo by JOC(SW) Jim DeAngio

Out with the old... This 40-year old Taylor Street unit was the first to be demolished at Moanalua Terrace. The cinder block structure is just one of 752 units to be demolished here and replaced with brand new housing.

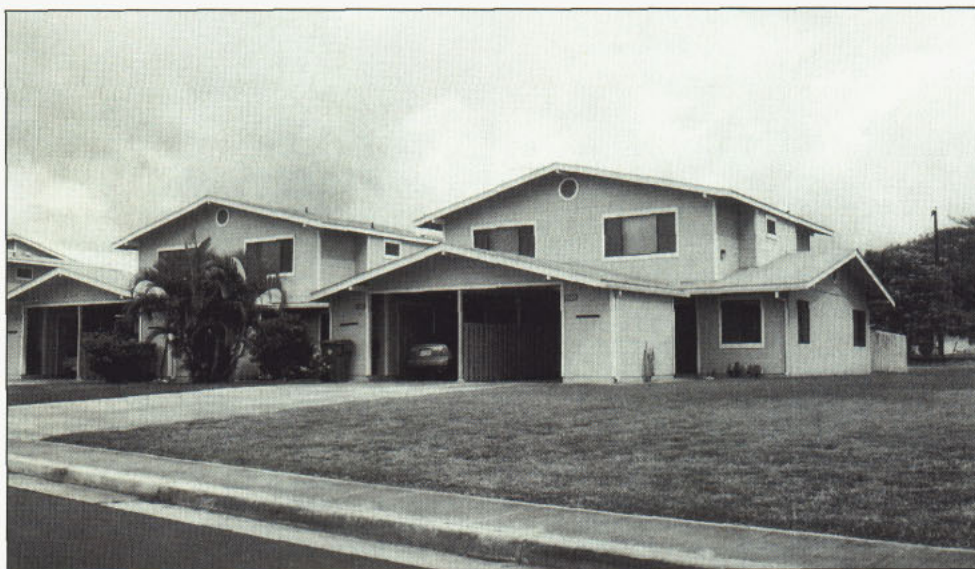


Photo by J02 Robert Benson

... and in with the new. The new Moanalua Terrace houses will be similar to these modern units built recently in nearby Doris Miller housing. Now under way, Phase I of the demolition and replacement project will cost \$13.2 million and should be completed by next March.

tion there is also expected to be completed in March, 1997, at a cost of more than \$44 million (when combined with Pearl City Peninsula construction).

Longer range plans call for an additional 122 replacement units to be built in Moanalua Terrace in 1996, with 250 more built in 1997, and at least 300 additional replacement units to be built on Oahu each year between 1998 - 2001.

An entire neighborhood revitalization program is scheduled next year for 60 housing units at the Naval Computer and Telecommunications Area Master Station, Eastern Pacific for 18 units at Naval Magazine Lualualei, and for 160 units at Pearl City Peninsula. The FY96 total for the 238 "revitalized" homes is nearly \$30 million.

Revitalizing a home means that a house is brought up to

present electrical and plumbing standards and is made comparable to contemporary standards, in kitchens, bathrooms, family rooms, phone and cable connections. It also ensures the neighborhood is brought up to contemporary standards equivalent to Neighborhoods of Excellence by landscaping, lowering street lights and adding "tot lots." †

DeAngio and Benson are assigned to the public affairs office, Naval Base Pearl Harbor.

Hollywood ... arriving!

Story and photos by JO1 Ray Mooney

It looked like a normal day aboard USS *New Orleans* (LPH 11). Well, maybe the white SH-3 helo on the flight deck looked a bit out of place. And maybe there were a few more crew members topside than you would expect on a clear Saturday morning in port in San Diego.

Okay, and maybe Ron Howard and a complete movie crew aren't your most common sights aboard a ship. But other than that, it was pretty routine.

"Basically it was the same as any other day in the Navy," said Interior Communications Electrician 3rd Class James Marcum, of Cincinnati. "It's a lot of hurry up and wait."

Several dozen crew members were cast as extras in the filming of "Apollo 13," a Ron Howard film based on astronaut Jim Lovell's account of the *Apollo 13* mission. An entire Saturday was spent shooting one of the film's final scenes, a segment that will run only a couple of minutes in the movie.

"Film making is made up of a series of images," Howard said. "Think about how long it takes any group of people to coordinate anything, even a group photo, and then multiply it by 15 or 20. That's what a day's work is like for us."

"It's tedious, but we're getting through it," said ABH2 David Forsman, another extra cast for the film. The Great Falls, Mont., native is an aircraft director and just

Astronauts from the *Apollo 13* mission exit the helicopter after landing aboard USS *Iwo Jima*. (Well, actually they're actors Wil Paxton, Tom Hanks and Kevin Bacon, and the ship is really USS *New Orleans*, but hey, it's Hollywood.)



happened to be on the flight deck when the call went out for extras. "It's not really tough, but it's definitely different. It's been fun. I got a lot of pictures and talked to a couple of the actors."

Filming aboard *New Orleans* lends authenticity to the film, something Howard wanted for the movie. "When we realized the opportunity might be there for us to be this authentic, to actually film on a sister ship of the one that picked up Lovell and company, we thought we should pursue it," Howard said. USS *Iwo Jima* (LPH 2) was the actual ship used for recovery of the *Apollo 13* command module. "Given the size and scope of the Navy and its mission, I think they have been more than cooperative and supportive of the project."

The few dozen crew members who will actually be seen in the movie certainly supported it. According to Forsman, "It's a heck of a way to spend a day off." ‡

Mooney is a San Diego-based photojournalist for All Hands.



Ron Howard with CAPT Steven Tomaszewski, commanding officer of USS *New Orleans*. To the right of Howard is actor Tom Hanks.

America's first disaster in space

Story by JO1 Ray Mooney

Twenty-five years ago the world was transfixed by the first disaster in space. A huge oxygen tank aboard *Apollo 13* blew out. Oxygen mixed with hydrogen was supposed to supply electricity to power the capsule's systems, but instead, with most of the oxygen gone, the capsule took off in space with the three astronauts aboard, and the dozens of technicians on Earth were left scrambling for a way to bring the capsule home. An audience of millions awaited the outcome.

Among those glued to the tube was now-retired CAPT Charles B. Smiley, then a commander and SH-3 helicopter pilot aboard USS *Iwo Jima* (LPH 2). It was to be his job to pluck the astronauts from the sea if and when they made it safely home.

"Originally we thought we might not have a mission for the helicopters," Smiley said. The first news about the spacecraft and its electrical system was not good. "With some of the first information back, we seriously wondered whether we were going to have anybody to pick up."

But the tide turned in space. Through a complicated mix of conserving resources in the capsule, running simulators on the ground and jury-rigging the space ship's systems, the astronauts were brought safely back into the atmosphere.

The NBC network was aboard *Iwo Jima* the day of the

splashdown, according to Smiley, and told everyone the world was watching. "The NBC producer walked into the ready room right before we took off," Smiley said. "He said because of the explosion and the high degree of interest in the country, this would be seen by about as many people as have ever seen any event on television."

"I remember the thought drifted through my mind that I wanted to be very certain to put the wheels down before we landed," Smiley added. "I didn't want to make a wheels-up landing in front of that many people."

He didn't. And the next day he flew Jim Lovell, the *Apollo 13* commander, into Pago-Pago, American Samoa. "The astronauts were very valuable commodities," Smiley said. "Instead of putting all three of them in the same helicopter, we put one in each of three helicopters. We figured it was a little safer that way."

Smiley was a guest of the "Apollo 13" movie crew last November. The cast and crew were aboard USS *New Orleans* in San Diego to film one of the movie's final scenes. "When I drove into the naval station today and saw old 66 up on the flight deck, it was *deja vu* all over again," Smiley said. The side number of Smiley's helo aboard *Iwo Jima* was 66, and a vintage aircraft was repainted for the film. ‡

Mooney is a San Diego-based photojournalist for All Hands.

Sailor sets sights for '96 Olympics

Story and photos by JO1 Ray Mooney

Can you imagine 800 pounds pressing down on your shoulders, or 500 pounds resting squarely on your chest? That would squash most of us like a bug.

Add a 700-pound deadlift and you've got a combination that may make Machinist Mate 1st Class (SW) Thomas E. Bonner famous.

Bonner, a 5-feet-9 inch, 265 pound, Jeffersonville, Ind. native, routinely performs Herculean squats, bench presses and deadlifts that make him a world-class powerlifter. With only three competitions under his belt – a first-place finish in the California state championships, a fourth-place finish

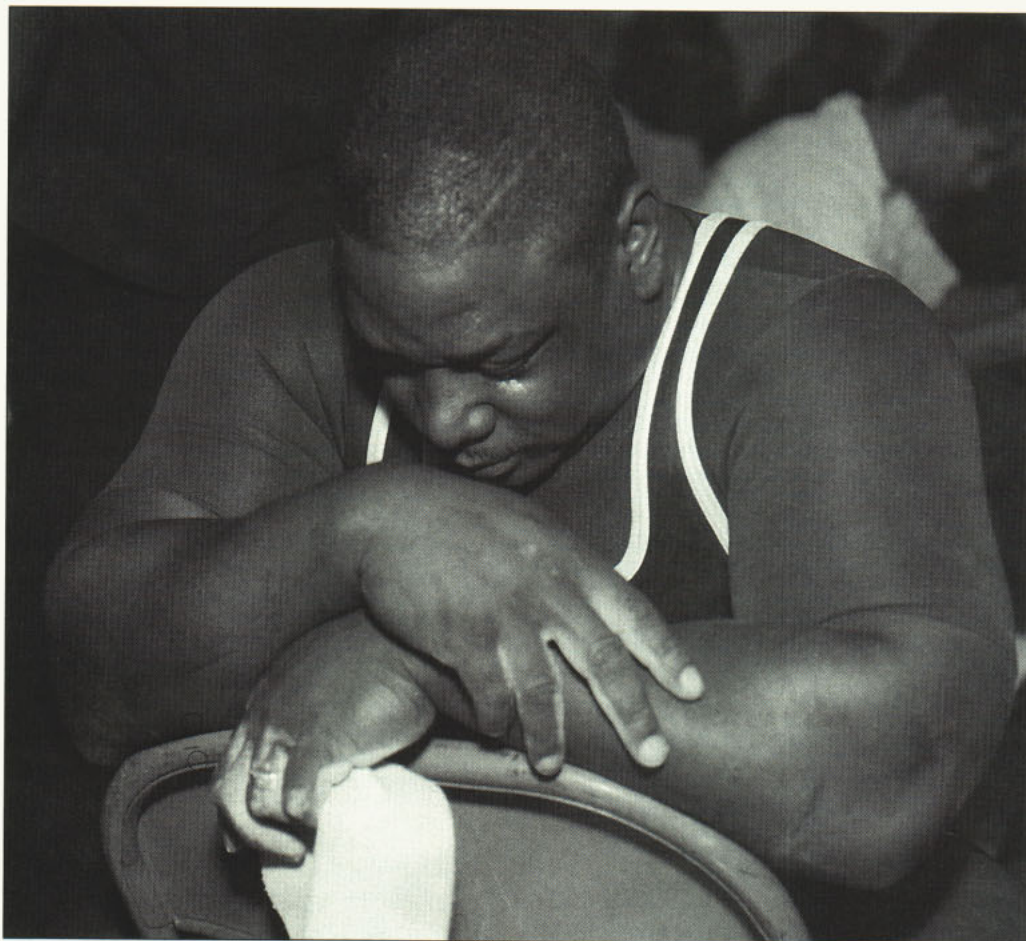
in the nationals and a second-place finish at the military championships – Bonner has made his mark in a sport he's been reunited with for less than a year.

A previous stint at powerlifting 10 years ago ended when he realized he couldn't compete against lifters using steroids. The advent of drug-free powerlifting associations and a glance at a weightlifting magazine was enough to get the fire burning again.

"I looked at the stats and I couldn't believe it," Bonner said of the weights being lifted by powerlifters in the magazine. "These guys are winning state championships

MM1(SW) Thomas Bonner performs a squat in the 1994 Military Powerlifting Championships at Vandenberg Air Force Base. This lift was good for 726 pounds.





Bonner spiritually prepares for his second lift on the bench press.

and I can do that right now."

"When I joined the Navy I weighed 160 pounds," Bonner said. "I came out of boot camp at 195." The weight room aboard USS *Blue Ridge* (LCC 19), his first command, helped him maintain the muscular physique he had from high school gymnastics, track, football and diving.

His size and strength have made him a formidable opponent in powerlifting, although he admits he has a long way to go. "Through brute strength I've been able to deal with the lack of training," Bonner said. "Your technique isn't very good until you've been in the sport for two or three years."

That technique must come, however, for Bonner to achieve his goal of competing in the 1996 Olympics. "The mistakes I've made are mistakes you have to experience to understand," he said. "I learn from them and get better."

"The mistakes I've made are mistakes you have to experience to understand. I learn from them and get better."

**– MM1(SW) Bonner,
powerlifter**

With his five sons and their future in mind, Bonner devotes the first hour of every workout to aerobics and calisthenics. "My heart and lungs are in good shape," he said. "I look at it as impacting the overall longevity of my life. I would hate to have my boys raised by someone else because I didn't take care of myself." Bonner grew up without his father, who died of a heart attack when he was 35 years old.

As imposing a figure as Bonner is in the weight room, his greatest strengths are perhaps his simple love for his family and his religious faith. "I wouldn't be where I am today without God's strength and understanding, and the support of my wife and family," said Bonner. "A strong support system is what makes or breaks a champion." ‡

Mooney is a San Diego-based photojournalist for All Hands.

Smokeless tobacco: What can it do to you?

Story by Dennis L. Everette

If you can't light up, take a pinch," emphasizes a commercial advertisement. Smokeless tobacco ads in magazines try to make chewing and dipping look good. But what's in it for you?

Tobacco chewing involves placing a portion between the cheek and gum for extended periods of time. Snuff/dip is cured, ground tobacco in dry or moist forms. The user keeps a small amount (pinch) tucked between the lip and gum, between the cheek and gum or beneath the tongue. Chewing tobacco is loose leaf, plug or block tobacco. Plugs and blocks look similar to beef jerky. A piece is bitten off, chewed, then packed between the cheek and lip.

So what's in it for you?

The American Cancer Society said it's bad for your health. It causes cancer in the mouth, cheeks and gums, and gives you cavities, sore gums, bad breath and stained teeth.

This person suffered from verrucous carcinoma, a type of mouth cancer caused by smokeless tobacco, and eventually died from the disease.

The organization said people who chew or dip can't smell or taste food well. So they add extra salt or sugar to food ... causing other health problems.

Yeoman 1st Class Billy McDonald, stationed with the National Naval Medical Center, Bethesda, Md., took his first pinch when he was 10 years old at home in Alabama. Looking up to his uncle and other men in the area, McDonald said he "took a big piece of it and packed it in his mouth. I wanted to be like the big boys."

Everybody was out washing cars and chewing tobacco. He got sick but still did it on and off, never really quitting. "It's amazing how habits can start. It starts little — it doesn't start with anything big," he said.

Now his dentist is hounding him about quitting. He is going to lose a tooth and part of his gums because of smokeless tobacco.

According to a brief prepared by

retired Senior Chief Hospital Corpsman Doreen J. Gagnon, 14.5 percent of Navy personnel use smokeless tobacco. Gagnon, who works in the health promotion field at Marine Corps Base, Camp Pendleton, Calif., said, "Smokeless tobacco use decreased in all military services in the past six years, except for the Marine Corps, where there was a 2.3 percent increase. Thirty-six percent of all Marines and 47.4 percent of Marines between 18 to 24 use smokeless tobacco."

Army Lt.Col. Michael C. Chisick did a study on the prevalence of smokeless tobacco use by military teen-age family members. He found that 28 percent of teenage males had tried smokeless tobacco, with 5 percent of males reporting current use.

Data for the study came from self-administered tobacco use questionnaires completed by 1,081 female and 1,176 male students attending post middle and senior high schools (grades 6 to 12) at Forts Knox and Campbell, Ky. The study was done in February 1989 and published in *Military Medicine*, 1992.

A report titled, "Psychosocial Factors Influencing Smokeless Tobacco Use by Teen-Age Military Dependents" was published in *Military Medicine*, February 1994, written by Army Lt.Cols. Stephen Lee, Thomas Raker and Chisick.

That report states that the strongest explanation for trying smokeless tobacco among youth was having tried smoking. Males who have tried smoking were 7.4 times more likely to





Did you know?

NAVOP 001/94 states that smokeless tobacco is prohibited during briefings, meetings, classes, formations, inspections, watches and in all other situations not listed where proper decorum is required. This applies to all military and civilian personnel aboard naval installations and vessels.

have tried smokeless tobacco than males who have never tried smoking.

The report concurs with a dozen studies done by others that intervention programs must incorporate social skills and assertiveness training to help teens resist pressures to try or use smokeless tobacco. Parental education should not be overlooked.

Like cigarettes, smokeless tobacco is recognized as a public health problem. According to the National Cancer Institute, smokeless tobacco contains a number of known carcinogens, including tobacco-specific nitrosamine, polycyclic aromatic hydrocarbons and polonium-210, a radiation carcinogen. N—nitrosonornicotine, a nitrosamine shown to be a powerful carcinogen in laboratory animals, is found in far greater amounts in smokeless tobacco than in other forms of tobacco.

As the president of the American Cancer Society recently stated, "Unless action is taken and taken now ... we are on the verge of a wholly avoidable national epidemic caused by the use of smokeless tobacco." ‡

Everette is assistant editor for Navy Wire Service.

Using *Smokeless tobacco* is a dangerous habit

Story by LT Lenny Plaitano

Smokeless tobacco is a dangerous addiction that more and more young people are taking up. The use of snuff and chewing tobacco carries multiple dangers, including a greatly increased risk of oral cancer and heart disease.

* Users have a four times greater risk of developing oral cancers of the lower lip and gums.

* When the cancer is not caught in time, surgery may be required. In some cases, oral cancer causes death.

* Smokeless tobacco can cause increased blood pressure, heart attacks, strokes and kidney disease.

* The abrasive and sugars in tobacco can erode tooth enamel and damage gum tissues. Gums that are irritated by tobacco can turn whiter and pull away from the teeth, leaving roots exposed to bacteria and more prone to decay.

* Smokeless tobacco users become dependent on continued use because nicotine, an addictive drug, gives a "buzz."

* Nicotine is a powerful drug that acts on several parts of the body, especially the pleasure centers deep within the brain. Though many people claim the smokeless tobacco relaxes them, nicotine is actually a stimulant.

* It increases heart rate and blood pressure and it can interfere with hormone and brain activity. It can cause physical and emotional dependence

* As a smokeless tobacco user develops a tolerance to nicotine, more is needed for the same effect. Once addicted, it becomes difficult, but not impossible to stop. Tobacco in any form can jeopardize your health and cause incurable damage.

* Teach your child about the dangers of tobacco. Don't let a dangerous habit start! ‡

Bearings

Oklahoma City crew rallies to help stricken "hometown"

In the wake of the tragic bombing of the Alfred P. Murrah federal building in Oklahoma City April 19, Americans rushed to blood donation centers across the country, providing support to the victims the only way they could – by giving blood.

The scene was no different at the Mid-Atlantic Regional office of the American Red Cross in Norfolk except the donors were a group of area sailors who had a particular stake in this blood drive.

News of the bombing hit *USS Oklahoma City* (SSN 723) during a fast cruise drill in preparation for deployment. "At first," said Radioman Seaman Robert M. Marquez II of Kingman, Ariz., "I thought it was a drill, just another scenario thing that they were giving us. Then they stopped to say this was a real time event, this really happened. Everyone just stopped and just couldn't believe that it had happened."

When the initial shock passed, the crew of the Norfolk-based fast attack submarine knew that they had to do something, even though they were scheduled to deploy within 48 hours.

"We were trying to figure out any way we could to help out Oklahoma City and this was the first thing that most of us could get to," said Electronics Technician 2nd Class Michael A. Thornton of Baltimore, Md. "Things have been sent there from the boat but we came down to give blood and help out our hometown-away-from-home."

Joanna Morgan, the ARC's



ET2 Michael A. Thornton, from Baltimore, Md., gives blood in support of victims of the federal building bombing in Oklahoma City.

manager of donor resources development, said phones began ringing immediately as news of the disaster spread and the crew of *USS Oklahoma City* were among the first to call.

"They called us and wanted us to bring the bloodmobile out for the *Oklahoma City*," said Morgan. "We were not able to provide a separate bloodmobile for the *Oklahoma City*, they are feeding into our public drive and that has just been a phenomenal response."

"Really super," said Cdr. R.L. Snead, *USS Oklahoma City*'s commanding officer, describing the response by his crew. "We had a very strong response not only by the crew themselves but by our wives as well. It's been an almost overwhelming response."

Seeing his shipmates respond so positively to the call had a profound impact on Electrician's Mate 2nd Class(SS) Jeffrey E. Houpt. In addition

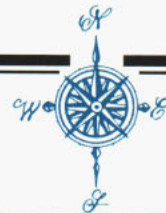
to serving aboard *USS Oklahoma City*, Houpt's hometown is Oklahoma City, Okla.

"This is incredible," said Houpt. "I went to sign up to come over here and give blood and I was about halfway down the second column on the back (of the donor list). Half the crew is coming out. It makes you feel good to know that there's something we can do and that everybody's just turning to and doing what they can. It's great."

The shock felt by the crew was naturally more intense for Houpt.

"It was horrible," he said. "My wife was watching the news. Down the street is the church where she used to go to church, where her parents were married. She worked about five blocks away from there. These are people I know." †

Story and photo by JO1 Ron Schafer, a Norfolk-based photojournalist for All Hands.



Big ship visits tiny nation

St. Maarten's citizens are used to having visitors, but they were a little apprehensive when the 97,000-ton USS *Theodore Roosevelt* (CVN 71) dropped anchor in the blue coastal waters off the Caribbean island. The ship's visit marked the first port call of a *Nimitz*-class aircraft carrier to the tiny island, and the residents didn't know what to expect. However, Sailors quickly showed themselves to be friendly visitors.

Roosevelt anchored at the Dutch port of Philipsburg, but Sailors were offered free bus rides to the French side of the island. Much of the crew was able to enjoy the relaxing atmosphere and mixed cultures of the island, but some took their free time and put it to use doing volunteer work on Hillside Christian School in Philipsburg.

The work was a joint project of *Roosevelt*'s Command Religious Ministries Department and Jack and

Asha Stevens. Asha is the Hillside superintendent and has been working with the school since 1968. Her husband, Jack, is a retired U.S. Army major.

More than 300 students joined in a song to welcome the Sailors who came to upgrade their school. The volunteers spent several hours chipping paint, prepping metal surfaces and painting trim-work. "It's a tribute to the Sailors' generosity to give up their free time for a community project," said Chaplain (LCDR) Joseph A. Scordo.

As the classes let out for the day, students stopped to talk with the Sailors. They drew pictures of the ship in art class, swamped one hapless Sailor to see his tattoos and marched around shouting "Ahoy!" to anyone with a paintbrush. "It's very good what you do," said Alma Landman, the



HM Michael Parker applies paint to awning supports at St. Maarten's Hillside Christian School.

school's art teacher. "It's a good way to show what type of people the military really are."

After completing the day's work, the volunteers were

treated to a dinner of traditional island dishes: seasoned rice, chicken, salad and fried plantain (a banana-like fruit). "The work done today probably had more positive effect on the attitudes of locals toward America than any other aspect of the ship's visit to the island," said superintendent Stevens. †

Story by MM3 W.B. Smith, photo by PH3 Darren R. Downing, both assigned to the public affairs office, USS Theodore Roosevelt (CVN 71).

Corpsmen treat troops in Tonga

Three Navy corpsmen had every aspect of their training tested recently when they were assigned to provide medical assistance to more than 100 Marines during a combined exercise on the South Pacific island of Vava'u, Kingdom of Tonga.

Upon arrival in Vava'u, the corpsmen quickly set up a field sick bay in a stone blockhouse and according to Hospital Corpsman 1st Class William Stone, the exercise's isolation also presented a major concern with medevac procedures. The closest city with a modern hospital facility was located on the main island of Tongatapu, nearly 170 miles away.

"If we had a serious injury requiring

hospitalization, I would have had to stabilize the person as best as I could with our equipment," said Stone. "Then we would have transported the patient by vehicle to the nearest village. From there, we could acquire civilian assistance to fly us to Tongatapu, where we would radio for a military flight to Hawaii."

Not only were Marines treated, but the corpsmen made their services available to members of the Tongan Army who have no medical support in the field, not even individual first aid kits.

HM3 Paul Ena, a native of Simouli, American Samoa, found "the Tongan and Samoan cultures are very similar. I was really excited when I found out I



HM3 Paul Ena applies a field bandage to Marine Lance Cpl Joe Fitzpatrick, a rifleman, during an exercise on the South Pacific island of Vava'u, Kingdom of Tonga.

would be working here for a month. The Tongans I met were pretty amazed when they found out I'm a Samoan working as a corpsman in the U.S. Navy." †

Story and photo by Marine Cpl. Daniel C. Hottle.

Bearings

Seabees build 1,950 homes for Cuban migrants

Eighty-seven Seabees strong, Charlie Company, 22nd Naval Construction Regiment (Forward), was the primary contractor for the construction of 1,950 strongback tents at the U.S. Navy Base Guantanamo Bay, Cuba. The tents have improved the quality of life for tens of thousands of Cuban migrants.

In the first seven weeks of full production, the Seabees have constructed more than 600 strongback tents. Homeported in Port Hueneme, Calif., the Seabees are assigned to U.S. Naval Mobile Construction Battalion (NMCB) 4.

Deployed to one of the biggest Seabee operations in peacetime, they have made people notice the skills of the Seabees. Petty Officer 1st Class Paul L. Kilgore, one of the crew leaders said, "I've never dealt with a project of this scope ... 1,950 strongback tents is quite a task to pull off."

Just to give you an idea of the work that went into the construction of these strongbacks, it took approximately 200 miles of lumber and enough sheets of plywood to cover 12 football fields.

As the primary contractor, Charlie Company was responsible for the completion of the project. Making it all happen was five enthusiastic crews. They included two platform crews, two wall and rafter crews, and a finish crew.

Chief Petty Officer Clifford A. Taylor, Leading Chief Petty Officer described his crews as some of the best he had



◀ SW1 Charles Smith works to build one of 1,950 strongback tents to improve the lives of thousands of Cuban migrants living at Guantanamo Bay.

▼ Seabees put the finishing touches on a group of strongback tents.



ever worked with. "They've had a tremendous amount of tasking ... especially when you look at roughly 2000 of these strongbacks tents that had to go up in a short period of time. They did a fantastic job."

After a safety lecture they boarded 15-ton trucks and buses for the ride to the job site.

While the crews drew their tools and received last minute orders, the 15-ton trucks departed with interpreters (Spanish-speaking Seabees) to the Cuban migrant camps. One hundred to 120 "honorary" Cuban Seabees joined the crews on a daily basis. It's not surprising to find a teacher, engineer, or carpenter among the Cubans.

Kilgore explained how the first couple of weeks were tough for some of the crew members. "They were getting acclimated to the weather and learning how to run a Cuban crew

without being able to speak Spanish. That was tough for them, but once they jumped those hurdles they had no problem whatsoever."

The Cedaredge, Colo. native said, "The Cubans were working really well. We put three or four Seabees with about eight Cubans and send them off with the floor, or wall crews."

Taylor added, "The American and Cuban relationship, working together, has been phenomenally successful. We have found out that we have some tremendous skills within the Cubans. It's apparent that a lot of them are excellent in what they are doing."

"Our Seabees have been extremely flexible. A lot of them are very young and haven't been in an operation of this magnitude. They adapted very well and did a very fine job." †

Story and photos by JO1 Lorenzo Garcia of NMCB 4 Public Affairs Office.



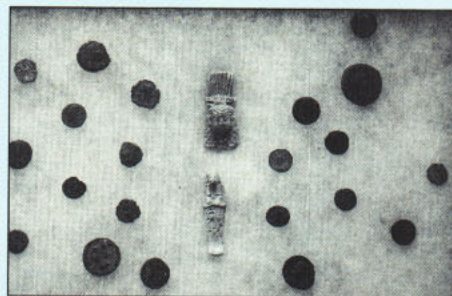
Cruising for currency

Storekeeper 2nd Class David V. Kaiser is a serious coin collector – so serious that 17 years ago, he joined the Navy so he could travel the world indulging his passion for collecting foreign coins.

His interest in coins began at age 10. "My father gave me a Mexican 20 centavo coin and it just fascinated me," said Kaiser. "That one coin has grown into a collection of nearly 16,000 coins."

His collection has expanded to include more than coins. Kaiser also owns museum quality statuary, art and jewelry. He estimates its worth at about \$200,000.

While it might seem that such a valuable collection would stretch a junior Sailor's pockets thin, it didn't in Kaiser's case. "Most of what I bought, I did so with my Navy paycheck," said Kaiser. "When I was a seaman recruit I bought coins, and those coins are



now the cornerstone of my collection and probably some of the most expensive coins I have. When I was 'single and steamin,' I always had coins or paper money in my locker. Whenever we went to a foreign country, I'd buy bulk."

The Decatur, Ga., native occasionally breaks out the coins for presentations to elementary schools and Boy Scout groups. "I take some of the coins I have two or three pounds of, and give one to each kid," said Kaiser. "It's nice that they can bring something



home with them, and to them it's a treasure, even though it's a junk coin to me."

Kaiser said he gets the most satisfaction from his coins when he thinks of the possible history associated with each one. "Just think of a 4,000-year-old coin," he said. "How many people have held that coin? [Where] has it been? How do I know that Edward VII didn't touch that coin? The military script I have, Eisenhower could have spent during the war. It just amazes me." †

Story by JO2 Kathryn L. Henry, USS Cape Cod; photos by PH2 Craig Peterson, Naval Submarine Base, Bangor, Wash.

USS Enterprise – Generations

On May 18, 1967, LT Robert J. Naughton catapulted off USS Enterprise (CVN 65) in his A-4C Skyhawk for a mission over North Vietnam. Twenty-seven years later, he finally flew back to the great ship.

As part of Attack Squadron (VA) 113, Naughton headed for a bombing raid during the Vietnam War when his jet was shot down by anti-aircraft fire. He was held in a prisoner-of-war camp for more than six years.

Naughton recently returned to Enterprise the same way he left, by aircraft. He made an arrested landing in a C-2 Greyhound aboard the carrier as the guest of his younger brother, CAPT Richard J. Naughton, the commanding officer. Enterprise was

off Virginia conducting exercises.

While aboard, Naughton observed flight operations and toured the ship. One area of particular interest was his old stateroom. In a brief ceremony, Naughton and his brother placed a plaque above the door commemorating his service to the nation.

"This is quite a tribute," he said. "It's nice to be remembered."

It was the first such commemoration on the ship. Enterprise plans to place a commemorative plaque on the stateroom door of each aviator who died or became a POW during the ship's six combat deployments to Southeast Asia.

When Naughton was stationed on Enterprise, the aircraft carrier was just



Robert Naughton dedicates a plaque on his old stateroom door with help from his brother, CAPT Richard Naughton, commanding officer of Enterprise.

six years old. When he toured it again, it was 33 years old.

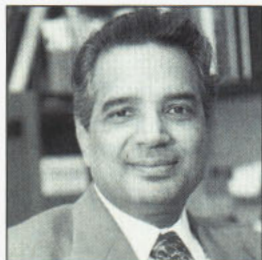
"Enterprise looks every bit as good as it did back then," he said. "I have a lot of fond memories of this ship." †

Story by JO2 Marc Sorbello, assigned to the public affairs office, USS Enterprise (CVN 65).

Shipmates



LCDR Terry A. Stambaugh, medical officer for Commander, Amphibious Group 3, was recently selected for graduate medical education in the Anesthesiology Residency Training Program. A native of Worthington, Ohio, Stambaugh will report to Naval Medical Center San Diego for his three-year residency.



Dr. Vinod S. Agarwala, senior materials scientist and group leader, Aerospace Materials Division, recently became a Fellow of the American Society of Metals. Agarwala, a native of India, was recognized for his outstanding achievements in the development of a chemical system to help in the detection of failures due to corrosion fatigue and stress corrosion cracking of high-strength steels and aluminum alloys.



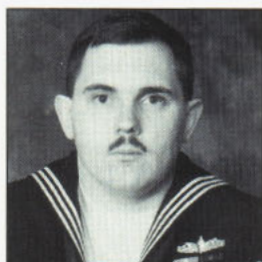
Boiler Technician 1st Class Leo A. Andrade was selected as enlisted Recruiter of the Year 1994 after attaining 66.3 percent of the three-person station's total net new contracts. Hailing from Houston, Andrade is assigned to Naval Recruiting District New York. He tutors high school students on weekends and believes, "the only way dreams can be followed is if they are pursued."



LT Susan Still was recently selected for NASA's Space Shuttle program. Still was chosen by NASA for flight training as a space shuttle pilot. She is one of seven naval aviators chosen for the Space Shuttle program from 3,000 civilian and military applicants. Still, a native of Augusta, Ga., is stationed with Fighter Squadron 101 at Naval Air Station, Oceana, Va.



Operations Specialist 1st Class (SW) Daryl E. Trent was selected as USS *Arleigh Burke's* (DDG 51) Sailor of the Year for 1994. Trent displayed the highest degree of pride and professionalism while carrying out his primary duties as an air intercept controller. Hailing from Chesterfield, Va. Trent is pursuing a degree in business management and a commission as a surface warfare officer.



Electronics Technician 2nd Class (SW) Kevin M. Goodrich was recently selected as USS *Theodore Roosevelt's* (CVN 71) Senior Petty Officer of the Quarter. A native of Osceola, Fla., Goodrich is assigned to the Aviation Intermediate Maintenance Department's Shop No. 12.

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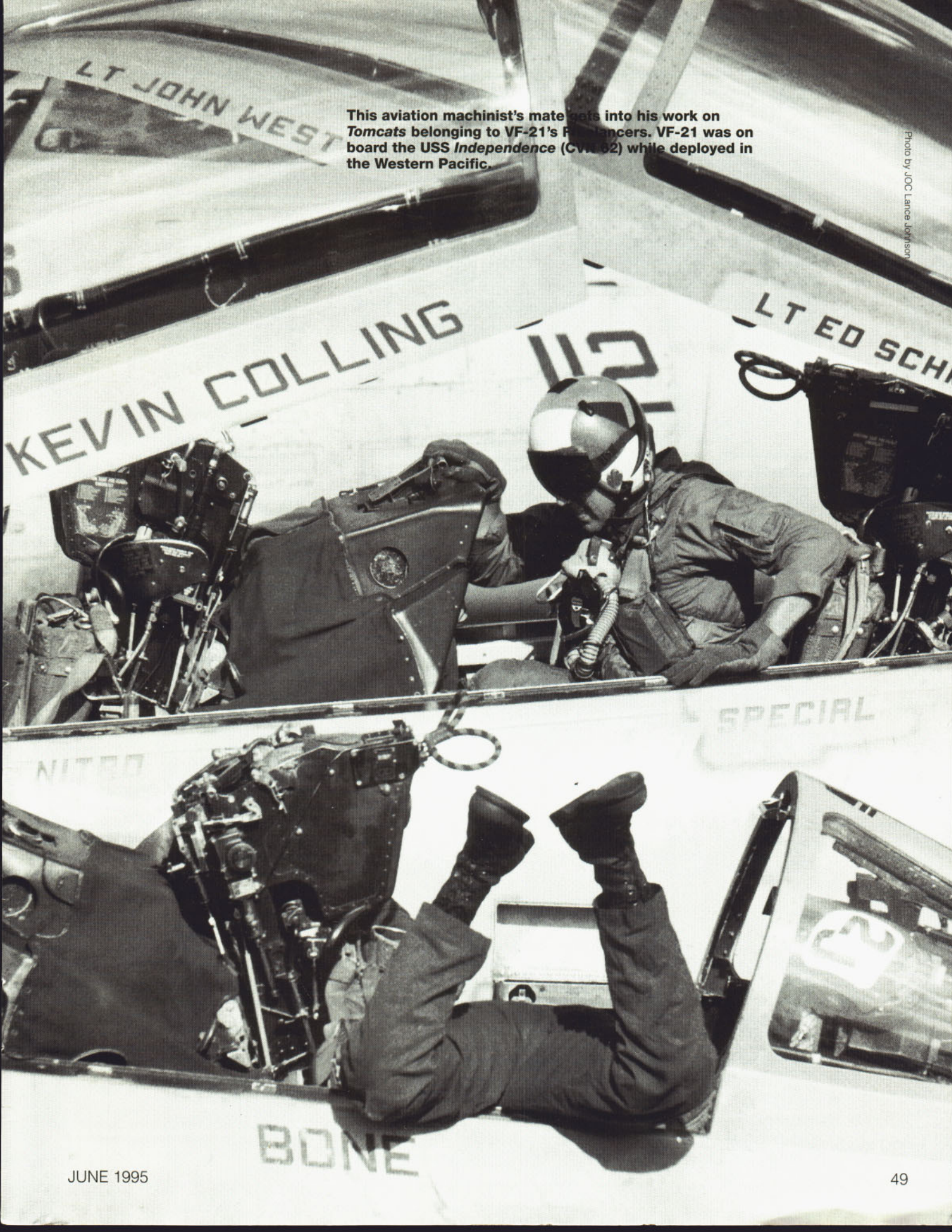
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This aviation machinist's mate gets into his work on Tomcats belonging to VF-21's F-14s. VF-21 was on board the USS Independence (CVN 62) while deployed in the Western Pacific.

Photo by JOC Lance Johnson



NAME: BT3 Robert J. Alvarado

ASSIGNED TO: Ships Intermediate Maintenance Activity (SIMA), San Diego

HOMETOWN: Norfolk

JOB DESCRIPTION: Boiler technician at SIMA San Diego. Alvarado is seen here working in his collateral duty as a member of the Auxiliary Security Force.

PLACES VISITED WHILE IN THE NAVY: Guam, Japan, Korea, the Republic of the Philippines, Bahrain, Hong Kong and Singapore.

MOST MEMORABLE NAVY EXPERIENCE: "Hitting a mine aboard USS *Tripoli* (LPH 10) in the Persian Gulf. You don't know what's going to happen. We didn't have any casualties, no lives were lost, just a big hole in the ship. The ship's force secured all the spaces, all the hatches, and we stayed out there doing our mission for a week before they sent us into Bahrain to repair the hole." (Photos by JO1 Ray Mooney)